



# Hongkong Daily Press.

ESTABLISHED 1857

ON SALE  
THE  
DIRECTORY & CHRONICLE  
FOR 1911.  
Complete Edition ... \$10.00  
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Agents in all the Foreign Settlements throughout the Far East.

No. 16,677 號七十七六千六萬整第 日九月八三統宣 HONGKONG, TUESDAY, OCTOBER 10TH, 1911. 二拜禮 廿十月十日一百九十一英港香 PRICE, \$8 PER MONTH.

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[a30.6]

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[a35.1]

GREEN ISLAND CEMENT COMPANY  
PORTLAND CEMENT.

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SHEWAN, TOWES & CO.,  
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Hongkong, 29th April, 1903. [a793]

SINGON & CO.  
IRON, Steel, Metal and Hardware Merchants,  
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8.00 a.m. ... Every 15 minutes.  
8.00 a.m. to 10.00 a.m. ... Every 10 minutes.  
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.  
12.45 p.m. to 1.45 p.m. ... Every 10 minutes.  
1.45 p.m. to 2.45 p.m. ... Every 15 minutes.  
2.45 p.m. to 3.00 p.m. ... Every 10 minutes.  
3.00 p.m. to 3.10 p.m. ... Every 15 minutes.  
**NIGHT CARS.**  
8.45 p.m. and 9.45 to 11.30 p.m.  
every 15 minutes.

**SUNDAYS.**

8.00 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
11.45 a.m. to 12.00 noon ... Every 15 minutes.  
12.00 Noon to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
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JOHN D. HUMPHREYS & SON  
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Hongkong 16th June, 1911. [a223]

P. & O.

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HOMeward PASSENGER SEASON 1912.

S.S. "INDIA." (8,000 Tons.)  
CAPTAIN G. W. GORDON, R.N.R.

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DIRECT, WILL LEAVE HONGKONG ON MARCH 16TH, 1912,  
CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND  
GIBELTAR, AND IS DUE TO ARRIVE AT—

MARSEILLES

APRIL 13TH.

LONDON

APRIL 20TH.

The Accommodation in this Vessel is at the  
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[a1085]

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TIME TABLE.

On and after 3rd October, 1911, until further notice.

Previous Time Tables cancelled.

UP TRAINS.

DOWN TRAINS.

STATIONS. No. 1. No. 2. No. 3. No. 4. No. 5. No. 6. No. 7. No. 8. No. 9. No. 10. No. 11. No. 12. No. 13. No. 14. No. 15. No. 16. No. 17. No. 18. No. 19. No. 20. No. 21. No. 22. No. 23. No. 24. No. 25. No. 26. No. 27. No. 28. No. 29. No. 30. No. 31. No. 32. No. 33. No. 34. No. 35. No. 36. No. 37. No. 38. No. 39. No. 40. No. 41. No. 42. No. 43. No. 44. No. 45. No. 46. No. 47. No. 48. No. 49. No. 50. No. 51. No. 52. No. 53. No. 54. No. 55. No. 56. No. 57. No. 58. No. 59. No. 60. No. 61. No. 62. No. 63. No. 64. No. 65. No. 66. No. 67. No. 68. No. 69. No. 70. No. 71. No. 72. No. 73. No. 74. No. 75. No. 76. No. 77. No. 78. No. 79. No. 80. No. 81. No. 82. No. 83. No. 84. No. 85. No. 86. No. 87. No. 88. No. 89. No. 90. No. 91. No. 92. No. 93. No. 94. No. 95. No. 96. No. 97. No. 98. No. 99. No. 100. No. 101. No. 102. No. 103. No. 104. No. 105. No. 106. No. 107. No. 108. No. 109. No. 110. No. 111. No. 112. No. 113. No. 114. No. 115. No. 116. No. 117. No. 118. No. 119. No. 120. No. 121. No. 122. 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[25]

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Correspondents must forward their names and addresses with communications addressed to THE EDITOR, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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## DEATH.

MARRIAGE.  
On October 4th, at Shanghai, CHARLES MANGER GETTING, son of the late EDWARD BURNIE, of Hongkong, to EDITH MARY, widow of the late Captain J. A. A. KELLY, D.S.O., The Royal Irish Regiment.

DEATH.

On October 3rd, at Blechingley, Surrey, England, d. LOUIS STREYER, LIEUTENANT, R.F.C., England, etc., for many years Surgeon, to the General Hospital, Shanghai.

HONGKONG OFFICE: 104, DES VOTUS ROAD C  
LONDON OFFICE: 131, FLEET STREET, EC

## The Daily Press.

HONGKONG, OCTOBER 10TH, 1911.

It is generally recognised in the Colony that the Government needs to have greater power of control over the numerous clubs and societies which have come into existence in Hongkong during the last few years, and the announcement that the Government has prepared a Bill to provide more effective means of control will therefore be widely welcomed. The draft Ordinance is published in the Government Gazette for general information. A short memorandum by the Registrar-General, printed at the foot of the Bill, explains that it has been framed on the same lines as the Ordinance in force in the Straits Settlements. Presumably the effect of the Ordinance in the Straits has been so markedly beneficial as to recommend similar measures in Hongkong. Mr. BREWIN in his statement of the "Objects and reasons" of the Bill says: "Some of these societies [which have come into existence in Hongkong during the last few years] have been used in the past for the purpose of bringing illegal pressure to bear on persons other than members, and it is feared that in the present state of affairs such occurrences may be

repeated and disorders fomented, and it is desired to give the Government opportunities of obtaining full particulars about these societies and of suppressing them where necessary. It is hoped also that the Ordinance will be useful in giving the Registrar a stronger position if guidance or advice appear to be called for. The Ordinance will also enable control to be exercised more effectively over workingmen's clubs such as those which were responsible for the riots in 1894."

It cannot be said that these "objects and reasons" are very enlightening, but no doubt when the Bill is introduced into the Legislative Council the reasons for it will be elaborated. Following, as this announcement does, upon a series of labour troubles in the printing offices of the Colony, the suggestion has been made that the Bill is an attempt to deal with Chinese workmen who by means of "guilds or associations based on the most hide-bound trade union principles . . . now seek to browbeat their foreign employers practically into allowing them to fix their own hours and conditions of labour and rate of pay

seeking to establish a tyranny that bids fair to become insupportable." That is constantly being said of trade unions everywhere, but we have looked through the provisions of this Bill and cannot see in what way it is likely to relieve employers from the tyranny of trade unions. The object of the Bill, broadly stated, seems to be the extermination of societies whose purpose it is to encourage the revolutionary movement in China. Sub-section 4 of Section IV provides that the Governor-in-Council shall not refuse permission to any Society to be registered under this Ordinance unless it shall appear that such Society is likely to be used for unlawful purposes or for purposes incompatible with the peace or good order of the Colony, or that its action and proceedings are calculated to excite tumult or disorder in China, or to excite persons to crime in China. We do not expect to see the trade guilds refused registration, and thereby declared illegal societies. Of course, it may be argued that the purposes of many of the newly-formed trade guilds are "incompatible with the peace and good order of the Colony," but in so far as they offend in this respect, existing legislation—such as the Conspiracies Ordinance and the Employers' and Servants' Ordinance—appear to meet the situation as far as it really can be met by legislation. For our part we cannot perceive what grounds there are for expecting that this Bill will solve the labour troubles which have vexed so many establishments in the Colony of late. Its chief object is evidently to prevent the Colony being made a base by revolutionaries for their propaganda in China, but in so far as the Bill confers on the Registrar-General greater powers of control over all societies in the Colony, it will doubtless prove a useful check upon mischievous activity by trade guilds and all other organisations.

The New York police last month brought to light a terrible crime which they have every reason to suppose has been perpetrated by a gang of Oriental opium smugglers. The victim is a wealthy Chinaman, Wong Ben Yen, and he appears to have had dissensions with the band, to which he belonged, and betrayed its members to the authorities. The informer was discovered by the police lying dead with 30 stabs in his body from which the head had been severed.

Three Chinese were charged before Mr. Hasland at the Magistracy yesterday with being in unlawful possession of a quantity of coal, with throwing it into the harbour to avoid seizure, and with refusing to stop their boat when called upon to do so by the police. After hearing the evidence his Worship fined the first and second defendants on the first count \$100, or three months' imprisonment, and on each of the other two counts \$25 or one month's imprisonment. The third defendant was fined \$25 or one month's imprisonment on the first count, the other two charges being withdrawn. The first and second are also to be recommended for banishment on the expiration of their terms of imprisonment.

Mr. Fred. J. Melville, who contributes a weekly column on Postage Stamps to the London Daily Telegraph, says in the course of some recent notes:—In China the post is to this day referred to as "the convenience of the wild geese," and pictures of that bird figure upon several of the stamps issued for use in the Imperial post in China. The legend tells that a Tartar chief, having been making himself troublesome to the Chinese Emperor, the latter sent a special envoy to warn him. The envoy was taken prisoner and was employed by the rebel in holding his flocks. But one day the unfortunate man caught a wild goose, and had the happy idea to make it convey news of his whereabouts to his friends. He tied a letter to the leg of the bird, and on being released the goose flew southwards until it was shot in the grounds of the Imperial Palace by no less a person than the Emperor himself. The letter was discovered, and a punitive expedition specially rescued the captive and punished the rebel chief.

The Chinese Cabinet, we read, is determined to have the Macao boundary question definitely settled this month!

The Chinese Government has proclaimed that China will observe neutrality in the war between Italy and Turkey!

Manila is mourning the departure on "so-cruel leave" of a man in government service who is said to have left debts behind him amounting to 33,000 pesos, the list having been furnished by the debtor himself to the government.

The London Gazette announces that the King has given Admiral the Hon. Sir Hedworth Lambton permission to assume the name and arms of Meux, in accordance with the terms of the will of Lady Meux, who left him the larger part of her property.

An engagement is announced between W. C. Moores Weston, North Borneo Civil Service, son of William F. Weston and Mrs. Weston, of St. Albans, and Lucille Iver, only daughter of J. Iver Macpherson Drummond, Imperial Chinese Maritime Customs, of Shanghai.

The plague return for the week ending 7th instant is blank, excepting for the satisfactory minute, "This return will be discontinued until further cases of plague occur." The communicable diseases return for the same week shows two cases of diphtheria and two cases of enteric fever.

On her voyage down from Ichang the U.S.S. Helena ran ashore above Yochow, and efforts to get her off, though successful, cost the life of one sailor and injury to another, the *Hankow Daily News* of the 30th ult. says. An up river steamer was towing her off, and she was lifting her anchors when a cable patted striking Seaman Bird in the ribs, breaking two bones and inflicting severe internal injuries to which he succumbed the next morning, while another sailor sustained a fractured arm.

At the Magistracy Mr. Hasland fined a male and female beggar 35 each for soliciting alms in Queen's Road.

Lady Lugard arrived from Japan by the M. steamer *Sydney* yesterday. Her Excellency, however, is still an invalid, and confined to her room by doctor's orders.

On the occasion of the first anniversary of the Portuguese Republic, H. E. the Governor telegraphed congratulations to H. E. the Governor of Macao and received in reply the following telegram:—"Please accept our sincere thanks for your kind congratulations on the first anniversary of the Portuguese Republic."

The return of visitors to the City Hall Library and Museum for the week ending the 8th October, 1911, shows that of non-Chinese there were 410 to the Library and 207 to the Museum and of Chinese 165 to the former and 2,212 to the latter. The Library was, therefore, used by 575 persons and the Museum by 2,419.

Our London Correspondent writes that he has been informed that a troupe of Chinese performers was to visit London during September under the direction of one Loung Hung Ng, the principal star being a conjurer, one Hung Ping Chien. The tour is said to have been arranged by Mr. Raoul of the Victoria, Hongkong.

A fatal accident occurred aboard the Standard Oil Co.'s sailing ship *Radiant*, which is lying alongside a wharf at West Point, on Sunday. A seaman named Morris, while sitting on the rail of the vessel singing, lost his balance and in falling struck his head on the wharf and then went into the water. His body was recovered yesterday morning.

The King has been pleased to give and grant unto Mr. Arthur William Gillingham, lately Consular Agent of the Netherlands at Taihoku, Formosa, His Majesty's Royal Licence and authority to accept and wear the insignia of Chevalier of the Order of Orange-Nassau, which decoration has been conferred upon him by her Majesty the Queen of the Netherlands, in recognition of valuable services rendered by him in that capacity.

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It is probable that the execution of this order will at least be deferred, as the Porte is just re-sounding the Powers as to whether they are willing to intervene now that the occupation of the coast of Tripoli is completed.

ITALIAN OCCUPATION OF TOBRUK.

The newspapers report that a detachment of little more than a hundred from the Italian squadron, occupied Tobruk in Birka after slight resistance by the little garrison there.

## CASUALTIES IN BOMBARDMENT OF TRIPOLI.

The Turkish official account of the bombardment of Tripoli states that 12 of the garrison were killed and 23 wounded.

Arrivals at Malta state that eleven civilians were killed and a score wounded.

## HEAVY FIGHTING AT MELILLA.

On Sunday, the 15th instant, a new cotton mill erected in Ichang Road, near the Soochow Creek, Shanghai, is to be formally opened. The mill, which is the property of the Naigai Wu ta Kaihsia, Ltd. (The Home and Foreign Cotton Trading Co. Ltd.), possesses, say the N. C. Daily News, a feature of considerable interest, in that it will be the first in China to be driven entirely by electricity generated by its own plant. To generate the necessary energy, the mill is supplied with two Babcock & Wilcox water-tube boilers, while the engines, of which there are two, are constructed by Balfour & Morcom, and are of the triple-expansion, high-speed type. These actually two Siemens alternators, each capable of developing 600 K.W., and the current from these will drive the spinning machines, which are by Platt Bros. In a circular concerning the mill mentioned is made of the amount of cotton yarn required in China, of the small amount spun in the country and the large quantity which has to be imported. Reference is also made to the quality of yarn produced by the majority of Chinese mills, which is stated as not being of the very best, and the management of the new mill express the view that, equipped with the most up-to-date machinery, it will be possible to produce as good yarn as in Japanese mills.

LONDON, October 9th.

The Madrid newspapers publish confused accounts of heavy fighting in the Melilla hinterland, entailing heavy Spanish losses. The Minister of War is personally directing the operations.

TEN HOURS' BATTLE.

The fighting at Melilla is the result of a fresh advance into the interior. It is officially announced that the enemy were routed after a ten hours' battle, and that the Spanish losses were considerable.

DEATH OF AN AUSTRALIAN STATESMAN.

LONDON, October 9th.

Reuter's correspondent at Melbourne

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE ITALO-TURKISH WAR.

## MARTIAL LAW IN TRIPOLI.

LONDON, October 9th.

Admiral Borodolmo, who was appointed Governor on the Italian occupation of Tripoli, has issued a proclamation instituting martial law.

## THE TURKISH GARRISON.

The Turkish garrison is camped five miles distant from the town among fortified hills.

## TURKEY MOBILISING RESERVES.

LATER.

Reuter's correspondent at Salonika wires that the Government is mobilising various classes of reserves, giving an additional 42,000 men at Vilayet and Salonika alone.

It is also commandeering carts and horses in a wholesale manner.

Four battalions have left Monastir, and are marching towards Ellassona.

The Daily Chronicle's correspondent at Sofia says that Bulgaria has made representations to Constantinople regarding this march.

## THE SAN GIOVANNI AFFAIR.

Reuter's correspondent at Constantinople wires that the official account of the San Giovanni affair is that while two Italian warships were searching Austrian and Turkish vessels, Turkish troops fired at and sank an Italian rowing boat containing an officer and five bluejackets, whereupon the Italians bombarded San Giovanni.

The Government buildings were slightly damaged, and one soldier was wounded.

## BRITISH STEAMER "ORCHIS"

## RELEASED.

The British steamer *Orchis*, which was seized by a Turkish warship and conveyed to Salonika has been released, the seizure being due to a misunderstanding.

## ITALIANS TO LEAVE TURKEY.

It is reported that the Porte has decided to order all Italians in Turkey to leave within three days, but the moderate elements are pressing it to refrain from thus exacerbating the situation.

## ITALIANS TO LEAVE TURKEY.

It is just resounding the Powers as to whether they are willing to intervene now that the occupation of the coast of Tripoli is completed.

## ITALIAN OCCUPATION OF TOBRUK.

The newspapers report that a detachment of little more than a hundred from the Italian squadron, occupied Tobruk in Birka after slight resistance by the little garrison there.

## CASUALTIES IN BOMBARDMENT OF TRIPOLI.

The Turkish official account of the bombardment of Tripoli states that 12 of the garrison were killed and 23 wounded.

Arrivals at Malta state that eleven civilians were killed and a score wounded.

## HEAVY FIGHTING AT MELILLA.

LONDON, October 9th.

The Madrid newspapers publish confused accounts of heavy fighting in the Melilla hinterland, entailing heavy Spanish losses. The Minister of War is personally directing the operations.

TEN HOURS' BATTLE.

The fighting at Melilla is the result of a fresh advance into the interior. It is officially announced that the enemy were routed after a ten hours' battle, and that the Spanish losses were considerable.

## DEATH OF AN AUSTRALIAN STATESMAN.

The directors of the Selas Estate have sold 23 tons of first latex crepe rubber at 5s. 3d. per pound for delivery at seller's option, October December, 1911.

The directors of the London Asiatic Rubber and Provo Company (Limited), have sold a further three tons of first latex rubber at 5s. per pound, for delivery one ton per month during January, February, and March, 1912.

THE KWONG WA HOSPITAL  
OPENED BY H.E. THE GOVERNOR.

The new Kwong Wa Hospital, which has been erected at Yau Ma Tei by the Chinese government of Hongkong, and which is a branch of the Tung Wa Hospital, was opened by His Excellency the Governor yesterday afternoon in the presence of a large attendance. The ceremony took place under a large flag-draped marquee at the main entrance to the hospital, and there were present, among others, the Hon. Dr. J. M. Atkinson, the Hon. Mr. W. D. Barnes, the Hon. Mr. W. Chatham, C.M.G., Hon. Dr. Ho Kai, C.M.G., Colonel Bedford, Bishop Pozzi, Dr. G. H. Fitzwilliams, Mr. E. D. C. Wolfe, Mr. von Wiser, the Hon. Mr. A. W. Brewin, C.M.G., Dr. D. Allen, Dr. I. Mitchell, Rev. Father Watson, Rev. Father Spada, Drs. Kelly, C. Forsyth, J. W. Hartley, C. M. Heanley, Mr. P. P. J. Wolfenden, Mr. H. W. Bird, Mr. Chau Kai Ming (Chairman of the directors of the Tung Wa Hospital), Messrs. Ho Kom Tong, Sin Tak Fan, Lau Chu Pak, Ng Hon Sze, Yung Hin Pong, Liao Tsz San, Chan Siu Ki, Loung Pui Chi, Tang Tsz Kong, Ho Ngok Lan, Li Yam Chuen, Chi Hing, Chu Lai Chan, Ku Fai Shan, Wong Kam Fuk and a number of ladies.

In two lines stretching from the gate to the main entrance of the building, the visitors were drawn up awaiting the arrival of His Excellency, while on the roadway just outside the gate were several photographers with cameras directed on the assembly like so many cannon. As soon as H. E. the Governor arrived, accompanied by Captain Simon, Private Secretary,

Mr. CHAN KAI MING addressed him as follows:—Your Excellency, the population of the Kowloon Peninsula has increased steadily and continuously, and its claim to a hospital has been more and more urgent. In the year 1903, this fact commenced to attract the attention of the Government and the Chinese Community. In the following year, our popular and good Registrar-General, the Hon. Mr. Brown, whose name is a household word with all Chinese families, convened two meetings of the leading Chinese residents. The result of the meetings was that the Chinese Community accepted the task of building a hospital for the Chinese on the Kowloon Peninsula to be affiliated with the Tung Wa Hospital. A Committee was then formed consisting of the Hon. Dr. Ho Kai, the Hon. Mr. Wei Yuk, Mr. Lau Chu Pak, and other Chinese gentlemen, with the Hon. Mr. Brewin as Chairman. A Sub-Committee was appointed to have the necessary plans drawn up, and to enquire into the cost of the proposed building, and to devise

means of raising subscriptions for the cost and maintenance of the hospital. Sir Matthew Nathan, the then Governor, was approached for the grant of a site. He welcomed and approved of the scheme, and personally selected this spacious and central site, which contains 2.84 acres. The grant was made by the Secretary for the Colonies in 1907. Subscriptions were in the first instance invited privately, and up to March, 1907, the sum of \$32,000 had been subscribed. Stimulated by this success, the Committee invited public subscriptions among their own compatriots, and I am pleased to announce to your Excellency that up to July this year the subscriptions amounted to \$85,600. The plans for these handsome buildings were prepared by Messrs. Palmer & Turner, and in June, 1908, the levelling of the site, which cost \$8,500, was commenced. Considerable delay took place in the letting of the contract for the building, as the Committee was anxious to keep the expenditure as low as possible. The contract was ultimately let on the 8th October, 1909, to Messrs. Hop Lee, contractors, through Messrs. Palmer & Turner, for \$76,400, and the building, except a few minor details, was completed in May this year. Besides the sums I have mentioned, \$5,200 have been spent on extra materials and fittings, \$8,000 on the foundations, and \$4,300 on additions to the anatomical theatre, and on a waiting-room and storm water pipes, etc. The theatre is considered to be one of the best in this Colony. The total expenditure up to the present date is \$112,000, and we must be prepared to spend probably another \$6,000 on some minor details. The opening of the hospital would have taken place earlier had it not been for the deficit of about \$30,000 dollars, for which the Committee felt compelled to make further appeals to the Chinese Community. Three further appeals have, so far, brought in \$22,000, which together with the generous grant of \$10,000 so kindly made at the public meeting of the subscribers to the Coronation Fund, will be sufficient to meet the balance of the cost of this Hospital.

As recognition that the \$10,000 allotted to us came from the Coronation Fund we have undertaken to name the ward for women and children "Queen Mary's Ward." As Chairman of the Tung Wa Hospital, I, on behalf of my colleagues and the Chinese public, tender to your Excellency and the Government our heartfelt thanks and gratitude for a subsidy of \$8,500 per annum towards the maintenance of this Hospital, and we accept most willingly the Government's stipulation that the Resident Doctor should be a certificated Chinese gentleman practising in Western medicine. The thanks and gratitude of the Committee of the Tung Wa Hospital are also due to the subscribers for their liberal donations. Their names with the respective amounts contributed as well as the names of these public-spirited gentlemen who made a gift of furniture, costing not less than \$3,000, will be preserved in the archives of this institution. We also desire to tender our thanks to the architects, Messrs. Palmer & Turner, not only for the handsome design they prepared

for us for this building and for their careful supervision of the work, but for their generosity and good-heartedness in contributing part of their well-earned fees towards the funds of this hospital. On this auspicious occasion, Sir, we cannot forget the advice and support so cheerfully and willingly given at all times by our good Registrar-General, the Hon. Mr. Brewin, in which our success is mainly due. Lastly, but none the less, our deepest gratitude is due to your Excellency for the keenest interest you have taken in all matters concerning our welfare. You Sir, have proved to be not only one of the most capable rulers the Home Government has ever sent out to this far distant possession, but we have found in you, Sir, a friend and sympathizer. (Applause.)

Incite of the tremendous call on your time, you have on many occasions not only visited this place to watch the progress of the building, but frequently evinced the greatest anxiety to have this institution completed as soon as possible in order that the poor sick from the surrounding villages may be treated on the spot instead of having to be carried across the harbour under all conditions of weather to the Tung Wa Hospital, a distance of about three miles from here. Our deepest regret is that Lady Lugard is unable to be present here to-day. We regret her absence the more because, like yourself, her Ladyship is always foremost in education, hospital and all work of a charitable nature. This hospital, which we have named the Kwong Wa Hospital, contains 8 wards with 70 beds, which we fervently pray will not at any time be fully occupied. I will not detain your Excellency any longer, but I shall ask you, Sir, to declare this institution open for the reception of patients. (Applause.)

His EXCELLENCE replied:—Mr. Chan Kai Ming and Gentlemen. As you have told us, the inception of this hospital dates from a period antecedent to my own arrival in the Colony, and this excellent site was selected by my predecessor, whose judgment I command, for I think no better site could have been proposed. But the scheme was still in its infancy when I came, and I have watched its development with the keenest interest. There is nothing in this Colony which seems to me more admirable and more worthy of the support of the Government than these charitable organisations initiated by the Chinese gentlemen of Hongkong for the welfare of the sick, the destitute and the aged among their own people, carried out by funds subscribed by themselves, managed, and managed most capably, by their own directors on their own lines. And one admirable feature of such undertakings is the attitude of mutual co-operation and assistance between the Government and the promoters of these schemes. There is no such thing as Government interference on the one hand, or of Government apathy and indifference on the other hand. Nor again do these institutions stand like excrements detached from the general supervision of Government or outside its active countenance. On the contrary, interference is replaced by co-operation, as Government has on all occasions granted a free site and an annual subsidy. So long as this spirit of co-operation and mutual confidence and assistance continues I have no fear but that the Chinese institutions in this Colony will be a model in the Far East, both as Chinese institutions and the organization and management of them by the Chinese themselves on their own lines, which I may say is perhaps the highest form of civic usefulness. During the time that I have been here I have seen many of these institutions grow up and develop. There are the large extensions which you recently made to your central organisation, the Tung Wa, there are the dispensaries and plague hospitals, and now there is this magnificent Kwong Wa Hospital, costing in the neighbourhood of \$12,000. There is also, of course, the Po Leung Kuk, established long before I came here. In addition there is the University, in the management of which both on Court and Council the Chinese will bear their share. And quite recently I have laid a new burden on you, knowing well that my confidence will not be misplaced. Just as you have taken in hand the care of your sick, and destitute and friendless in these institutions which I have named, and have managed them yourselves with a minimum of Government supervision, so I want you to interest yourselves, and on just the same lines, in the primary education of your children in your own language.

This is a great and honourable task in which with the co-operation, but not the interference of Government, you will succeed as you have succeeded in all your undertakings. I thank you cordially for your kind allusions to myself and also to my wife. Lady Lugard returned to the Colony this morning, but is still very much an invalid after her recent illness, and is confined to her room on the doctor's orders, or she would have been delighted to have been here this afternoon. I congratulate you most heartily on the completion of this splendid hospital, and I predict for it a career of continued and increasing usefulness as Kowloon develops with the increased traffic on the railway. But I hope you it will never be full. I am glad and proud it has fallen to my lot to declare the hospital open to-day, and I wish it every possible success.

Mr. H. W. Bird, from the office of the architect, Messrs. Palmer & Turner, was introduced to His Excellency and accompanied by Mr. Bird and Mr. Chau Kai Ming, and followed by the rest of the spectators. His Excellency ascended the steps and opened the large front door.

As the door was opened a cheer was raised, but was immediately drowned in an explosion of crackers, the Chinese emblem of good luck. The Governor was then presented with a gold key as a memento of the occasion, and accompanied by a number of Chinese gentlemen who inspected the large and well-arranged hospital, as did the rest of the guests.

Refreshments were provided on the termination of the inspection, which concluded the opening ceremony.

## HOME AND CHINA AFFAIRS.

(FROM OUR OWN CORRESPONDENT)

LONDON, Sept. 20th.

LORD KITCHENER.

Lord Kitchener has just left to take up his new duties in the familiar land of Egypt, and though people are glad to see him again handling something of dignity, there are numerous comments to be heard as to the greater need still for him at home. That was of course, one of the questions, for the War Office would have feared the shaking up it would have received, and all the wires of Society would have been pulled to avert the appointment. From Egypt, however, there does not seem to be anything but satisfaction at the opening of a new period of administration. The Egyptian knows respect, strong men far more than a merely genial one. They know there will be an iron hand over them and they feel that it will give their affairs stability.

## THE WEEK-END HOLIDAYS.

I should say that this summer has broken all records for holiday-making, and the pleasure resorts must have coined money both in the number of visitors and the lengthier period of their stay. I could not help noticing last week-end the evidences that were around me of the pressure of English people from the Continent. Happening to be in Charing Cross Station I found a whirlpool of Continental visitors returning from various points via Boulogne, and on enquiry I found there was such a crush on the boat that three long trains had to be requisitioned to bring them all home to town. Why are we going abroad more than ever? Well, there has been a silly season correspondence on that subject in one of the morning papers, and though a few voices have been raised for the home resorts, nearly everybody has admitted that the foreigner is brighter, more mobilizing and on the whole less exotic than the Britisher. It is possible to get breakfast abroad before eight and to get out of the routine of the hotel without the host meeting you with a non possumus at every step. That at any rate is my experience. Taking a few days myself across the Channel the other week, I wandered into a little bathing place and enjoyed immensely the freedom and unconventionality, as well as the cheery and obliging methods of the hotel people. I really don't wonder that more and more of us are saying—"We will go abroad again next year." In missionary circles there may be interest in the fact that at the unpretentious but admirable hotel where I stayed was the Rev. Lord William Gascoigne Cecil, rector of Hatfield, who takes such a lively interest in China missions. There he was, in a bathing place and enjoyed immensely the freedom and unconventionality, as well as the cheery and obliging methods of the hotel people. I really don't wonder that more and more of us are saying—"We will go abroad again next year."

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## H. M. THE KING.

Our serious-minded monarch is really proving one of the hardest workers who has ever occupied the throne. In spite of his strenuous summer he is busy with plans for a long while ahead. Not only is he perfecting the details of the Delhi-Durbar pageants, but he is arranging to make himself better known among his home folks than any monarch yet. To this end there will be built next year a smaller yacht than any of the present royal vessels. It will be of about three hundred tons, steam-driven, of course, and affording modest accommodation for a small suite. Of shallow draught, it will be able to navigate rivers and channels into which other ships now in use by the Royal Family cannot go. On this new vessel he will pay surprise visits to naval establishments and ships at sea and also to towns on the coast and up the navigable rivers from time to time. This year, on account of his Delhi trip, he is buying his Christmas presents fully six weeks ahead of the usual time. Also he intends before he leaves to inspect the site at Shadwell that is projected for a memorial park whereby the East End dockers' district may remember the late King Edward. Still another and an important matter marks his keen interest in the social affairs of his people. During his term as Prince of Wales and Duke of Cornwall the Duchy of Cornwall estate in South London, about thirty acres—was much criticised as an area of mean streets and human rookeries, where some of the most undesirable citizens of London congregated. The fact was the tenants could not be ejected till the leases fell in, but that has now almost been accomplished, so the King, who is interceding the inheritance of his son, the Prince of Wales, till he comes, is determined to remove the reproach that England has a royal slum landlord. Accordingly he has called in a garden city architect, and in place of the old tenements and noisy alleys, there are rising model houses with gardens and all the latest conveniences. Along with the rubbish the unwholesome public-houses have been swept away, so before long it will be possible to say that His Majesty is the model landlord of his capital city.

## THE CROWN PRINCE OF GERMANY.

It is now stated, as was rumoured a few months back, that the Kaiser is minded to give ear to the representations that have reached him from the German merchants and officials in the Far East, and the Crown Prince will be despatched next year to come into the Asiatic tour that was interrupted last winter. Care will especially be taken this time not to lay the Prince open to the criticism that he is out merely for a sporting tour. He enjoyed himself so well in India at various sports that the commercially-minded Tenterden at home complained that an excellent opportunity for German commercial expansion was being lost. On this China trip therefore the Prince will be expected to "boom" German manufacturers.

## BY R. IL FEO EGYPT TO INDIA.

From a reliable source in the City I am informed that a scheme is afoot and is strongly supported for the establishment of a direct and continuous British railway line from Egypt to the Indian frontier by way of Northern Arabia and Central Persia. There have been plenty of experts in the past to point out the fact that the shortest route was by sea, but foreign spheres of influence have always stood in the way, and it has not been till now that the field has been clear for an all-British scheme. If it becomes an

available, however, it is seen that, except for the established fact, as I am informed is more likely, it will save no less than six days in the journey to India. Starting from the northern end of the Suez Canal the route is due east by way of the Gulf Akaba, El Jan, Basra, Shiraz, Kerman, Eastern Persia, and Seistan to the terminus on the Indian frontier at Nushki. Altogether it will be about 2,000 miles of road, while the sea route from Port Said to India is rather more than 3,000 miles. A detailed survey of the route is now being arranged, and the whole scheme is to be disclosed at a meeting of the Royal United Service Institution at the opening meeting of the session early next month.

## COTTON-GROWING IN THE CONGO.

From Brussels I learn that a great effort is about to be made to emulate the British example in empire-grown cotton. English cotton planters have proved that they can grow satisfactory cotton in Africa and the enterprising Belgians have come to the conclusion that they have in the Congo the right soil and climate for the growth not only of cotton but of jute. Accordingly, it is intended to set aside at once a large tract of inland territory for the enterprise and to give a government grant towards the establishment of a thoroughly up-to-date cotton factory in the Congo region. Before the last step is undertaken, however, reports will be considered from experts who are being sent to America, India and Egypt to study local methods and report as to their adaptability to the conditions of the Congo.

## MILITARY AERONAUTICS.

We are told from time to time that our Government is paying sharp attention to the development of aeromotors as a military and naval aid. But it is clear that France has outstripped every nation in the measures she is taking to have this arm in full equipment without delay. While we have two small schools at Aldershot and Lark Hill and a hangar for seven seaplanes on Salisbury Plain, with an additional naval school at Eastbourne, France has important military schools of aviation at Vincennes, Mourmelon, Satory, Rheims, Etampes, and Douai, while seven others are projected, one of them in Algeria, so that the desert currents of air may be studied. Besides that, France is about to extend the naval side of the aviation training, not merely in new schools, but also in a new design of ships that will serve as feeders for the naval aviation section while at sea. It is a strong belief of the French that the pilots are better trained when they have had experience of many types of aeroplane, as at the Vincennes school, for instance, may be seen no less than thirty-two machines—five Wrights, four Blériots, eleven H. Farman, four M. Farman, two Breguet, four Sommers and two Antoniettes. What is the nearest competitor to this standard? Not Germany, but Russia, and then comes Belgium. Germany has been experimenting in secret for three months or so, and the results are not known, and as to the naval side of it, they have a small establishment at Danzig on which some £500 has lately been expended on experiments. But that looks very meagre compared with the appropriation of \$232,000 in the French estimates for this year for aviation, and the establishment of the "Corps d'Aérostiers" as a separate branch of the army, quite apart from the Engineer Corps, to which it was formerly attached.

## POLITICAL ORATORY.

Clearly we are in for a full slate of competing orators this autumn, for the Home Rulers and the anti-Home Rulers are both getting together all their ammunition for a renewal of the racket that was raised when Mr. Gladstone introduced his famous Bill that split the Liberal Party right through. At this moment the Eighty Club, the Liberal organisation for the supply of speakers to meetings up and down the country, is touring Ireland, thereby giving a point to the gibe that having talked so much about Ireland they have now gone over to learn something about it. As the Nationalists are their constant hosts, one may be sure their observations will be well coloured. As to the Ulstermen, they are running a tour as well, with the redoubtable Captain Craig at their head, breathing fire and sword sentiments should Home Rule be granted. But, after all, I would not be surprised if before the measure gets through there will be such a ruction between Liberals and Labour men that the whole coalition will dissolve and the Parliament will come to an end. If that happens there will be more "fat in the fire" still, for the labour men threaten to fight the Liberals with unusual virulence and the Liberal rank and file are crying out for a steady policy of reprieve, that is to say, for a consistent fighting of Labour candidates and Conservatives alike, in all constituencies instead of making arrangements as at present with the Labour party to have certain seats left open to them so as to avoid violent contests.

## THE FOREIGN LEGION.

Recruiting in London for the Portuguese royalists has been stopped, if not for good, at any rate for a time. The leaders are being closely watched by the Portuguese Legation, and it is thought the movement will fall now that the British Government have recognised the Republic.

Nevertheless, royalists are dribbling volunteers over to the borders of Portugal in sections of half a dozen and a dozen at a time. An interpreter accompanies each section.

Some are travelling by the overland route, others by way of Almeria, a port in the south of Spain, whence they proceed by the Spanish railway to the Portuguese frontier.

Some have been turned back, but as they have not returned to London it is assumed that they have found their way to the camp of Captain Paiva-Conceito, the royalist leader, by other routes.

Three aeroplanes of British make and design were sent a month ago. The machines were tested on Salisbury Plain. Each one has a certified pilot and two mechanics in charge.

Many officers of irregular South African corps have been asked to join the forces of King Manuel, and over eighty offered their services.

Overtures were made in the first place to Lieutenant-Colonel D. R. Driscoll, D.S.O., chief executive officer of the Legion of Frontiersmen, who was offered the command of the Royalist forces.

"It was a really romantic proposal, made in good faith," said Colonel Driscoll to an Express representative last night.

"Some time ago a well-dressed man of about forty years of age came to see me, without giving any name or address, and asked me whether I would organise a force of five or ten thousand men who would be willing to restore King Manuel to the throne of Portugal.

"He told me that the Royalist party, for whom he was acting, had plenty of money, and that all the details of organising the force would be left to me. I was to be, if the offer was accepted, the commander-in-chief of this force, with unlimited authority and power to appoint all the officers.

"He said that until he was assured I was not to be preferred not to give me any further details about himself or those for whom he acted, but he invited me to see a high Portuguese official who was staying in London to discuss the scheme further.

"I told him that I could not consider the matter further until I had asked the advice of a relative who was formerly a member of Parliament and well acquainted with the Portuguese situation.

This gentleman saw a prominent member of the British Government, before whom the scheme was laid officially, and he at once assured him that the Government could not possibly countenance any such movement.

"I was told that if the British Government had official knowledge of any such proposals immediate steps would be taken to intercept, and it was against the wishes of the Government that any Englishman should interfere in Portuguese affairs."

"If any Englishman undertook such a risk, the British Government would be unable to save them, and if captured they would be shot without appeal."

"My strange visitor called again about ten days later for my answer, and I at once told him that the Legion of Frontiersmen could not possibly be employed for any such purpose, and I declined to go into the matter any further."

Senior Telcha-Gomes, the Portuguese Minister, is well informed of the movements of the Royalists in London, and any information of importance will be at once despatched to the British Foreign Office.

## INTIMATIONS

## RID OF HORRIBLE ITCHING PAIN

Sores on Arms, Legs and Toes. Could Not Sleep at Night for the Pain. Gave It Up as Incurable.

Used Cuticura Treatment and Has Never Seen Any Sores Since.

<img alt="Portrait of a man with a mustache, wearing a suit and tie, looking slightly to the side."

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5th Ed. Letters.

## NEW ADVERTISEMENTS

## WANTED

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Apply to—  
999,  
Care of "Daily Press" Office.  
Hongkong, 13th October, 1911. [126]

AMERICAN ASIATIC S.S. CO.

## NOTICE TO CONSIGNEES.

FROM NEW-YORK.

**T**HE Steamship "INDRA MAYO," Captain T. Bos. R. Evans, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 15th inst., at 10 A.M.

All Claims must be presented within fifteen days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMEY & CO., General Agents, Hongkong, 9th October, 1911. [125]

## "MOGUL" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

The Steamship "GHAZEE."

FROM GLASGOW AND STRAITS.

**C**ONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hoff's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 2.30 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents, Hongkong, 9th October, 1911. [126]

**T**HE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains:—

Far Eastern News.  
Leading Articles.  
Yan Shikai.  
The Turk-Italian War.  
Japan and China.  
Railways in China.  
The Royalist Rising in Portugal.  
The Railways.  
Transit and Trade in China.  
Random Reflections.  
Man Burned to Death.  
Hongkong News.  
The Flood at Swatow.  
Engagement of Miss Jordan.  
Steel Drums for Manchuria.  
Canton News.  
A Modern Navy for China.  
The Opening of the Railways.  
Wreck of a German Steamer in a Typhoon.  
Anniversary of the Portuguese Republic.  
Official Landing of American Admiral.  
Steamboats for Hongkong.  
Hongkong Children.  
The Late Sir H. N. Mody's Stable to be Sold.  
The Late Sir Robert Hart.  
Japanese Steamer Foundered in a Typhoon.  
The Chinese Imperial Guards.  
Wei-Hai-Wei.  
Castropes and the Railway Policy.  
The Commerce of Hongkong.  
Deaths of Captain J. W. Saunders.  
Slump in Rice.

The Fifth Gymnasium.  
Chinese Ploughs.  
The Kowloon Canton Railway.  
Trade Reviving in Shanghai.  
Labour for Hawaii.

The Examination of Chinese Engineers.  
Supreme Court.  
Bazaar Schools Sale of Goods.  
Company Report:—  
Canton Insurance Office, Ltd.  
China Light & Power Co., Ltd.  
The Dairy Farm Co., Ltd.  
Company Meeting:—  
The Dairy Farm Co., Ltd.  
Shanghai Cotton Manufacturing Co., Ltd.

Hunan Railway.  
Local Sport.  
The Royal Hongkong Yacht Club.  
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Hongkong, 10th October, 1911.

## WANTED

FURNISHED ROOM with Board, in Kowloon, for 1st November. State terms.  
Care of "Daily Press" Office, Hongkong, 3rd October, 1911. [123]

## SITUATION VACANT

WANTED ASSISTANT HOTEL MANAGERESS, for KOBE, JAPAN, one with Knowledge of Music preferred.

Write giving references and Salary required and enclosing Photograph.

To— E. E. JONES, 1241, Kobe, Japan.

## PUBLIC COMPANIES

DOUGLAS STEAMSHIP COMPANY LIMITED.

**N**OTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the DOUGLAS STEAMSHIP COMPANY, LIMITED, will be held at the Company's Office, THIS DAY (TUESDAY) the 10th day of October, 1911, at 12 o'clock NOON, when the subjoined resolution which was passed at the Extraordinary General Meeting of the Company held on the 23rd day of September, 1911, will be submitted for confirmation as a Special Resolution:—

1. That Art. 19 (3) of the Company's Articles of Association be altered by substituting the sum of \$50,000 for the sum of \$25,000 in line two.

Dated the 26th day of September, 1911.

DOUGLASS, LAPEAIX & CO.,  
1195, General Managers.

## INTIMATION

## LANE, CRAWFORD &amp; CO.

(TELEPHONE 97.)

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NEW STOCK OF

## INLAID LINOLEUMS

2 Yards Wide.

## NEW DESIGNS. COLOURS GO THROUGH TO BACK

## PRINTED LINOLEUMS

2 and 4 Yards Wide.

## PLAIN BROWN LINOLEUMS

2 Yards Wide.

## HALL and STAIR CLOTHS

2 and 1 Yard Wide.

## MUSIC DEPARTMENT.

## PIANOS

SPECIALLY CONSTRUCTED FOR THE CLIMATE

BY

## BROADWOOD, COLLARD,

## CHALLEN, DORNER, SQUIRE, T

## ALLISON, etc.

## For CASH, HIRE or INSTALMENTS

## LANE, CRAWFORD &amp; CO.

## BANKS

## HONGKONG SAVINGS BANK.

**T**HE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Balances may be obtained on application INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STABE,

Chief Manager,

Hongkong, 24th January, 1911.

## AUCTION

## G. B. PUBLIC AUCTION.

**D**ARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 16th day of October, 1911, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the GOVERNOR, of Three Lots of CROWN LAND at SHI KING Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

[126]

## PARTICULARS OF THE LAND.

No. of Sale	Registry No.	Locality	Boundary Measurements.	Current Rent.	Annual Rent.	Open Price.
1	184, No. 184.	Shi King Street.	feet feet feet feet	6	6	\$
2	185, No. 185.	Shi King Street.	feet feet feet feet	709 12	2,660	
3	186, No. 186.	Shi King Street.	feet feet feet feet	5,549 56	21,800	

## TO LET

## TO LET.

**O**FICES on Ground and First Floor of Chater Road. Very central position. "MERION" No. 9, The Peak, 6 ROOMS. use of Tennis Court. HARTING and RODGATE, near The King's Park, Kowloon. "DUDDELL STREET" 1 Godown. "KELLETT CREST," No. 65, PEAK. NO. 9, BEACONSFIELD ACADEME (Shop). BEACONSFIELD. NO. 57, PRAYA GRANDE, Macao. FOR SALE—TO LET, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands. Apply to— LINSTEAD & DAVIS, 3rd Floor, Alexandra Building, Hongkong, 12th September, 1911. [118]

## TO LET.

**F**LATS in Nathan Road. FOLR-BOOMED HOUSES newly painted and colour-washed throughout. Cheap rents. NEW and COMFORTABLE SHOPS. Nathan Road, Kowloon. Immediate Possession. Cheap Rents. KOWLOON MARINE LOT 43, Yau Ma Tei, Area 65,200 square feet with 265 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to— HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED, Hongkong, 14th February, 1911. [122]

## TO LET.

**G**ODOWN, No. 5, DUDDELL STREET. TO LET. THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st October, 1911. [114]

## TO LET.

10. MOUNTAIN VIEW. Immediate possession. Apply— "Y. Z." Care of "Daily Press" Office, Hongkong, 6th July, 1911. [111]

## TO LET.

On or about 1st March, 1912. SHOPS and OFFICE, in Alexandra Buildings, adjoining the Hongkong Dispensary, at present occupied by Messrs. Wm. Powell, Ltd. A. S. WATSON & CO., LTD., Alexandra Buildings, Hongkong, 29th August, 1911. [107]

## TO LET.

"REGGAN" 39, The PEAK. GODDOWNS, 151 to 155, PRAYA EAST. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st October, 1911. [113]

## TO LET.

NO. 34, QUEEN'S ROAD CENTRAL (SHOP), opposite The Old Post Office. NO. 2A, D'AGUILAR STREET, suitable for Godown, etc. Lately occupied by Vienna Cafè & Co. For particulars, etc., apply to— CHANG FAT, Care of YES SANG FAT. Same address. YES SANG FAT & CO. Hongkong, 5th October, 1911. [113]

## TO LET.

THE BUILDING now in occupation of THE MERCANTILE BANK OF INDIA to be Let from 1st January, 1912. Apply to— DAVID SASOON & CO., LTD. Hongkong, 6th September, 1911. [112]

## TO LET.

GODOWN, No. 4, New Praya, Kennedy Town. Apply— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st October, 1911. [116]

## FOR SALE

## BANKS

## HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000

RESERVE FUND \$1,200,000

STARTING £1,500,000 at 2½%

SILVER \$16,750,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

CAPITAL PAID UP \$13,250,000

RESERVE FUND \$13,250,000

Gold \$6,500,000

HEAD OFFICE: 60 Wall Street, New York.

LONDON OFFICE: 36 Bishopsgate.

## LONDON BANKERS

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LTD.

THE CAPITAL &amp; COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS

ALL OVER THE WORLD.

The Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4 per cent. per annum.

For 6 " 3½ " "

For 3 " 3 " "

GEORGE HOGG, Manager,

No. 9, Queen's Road, Central, Hongkong, 21st February, 1911. [106]

## THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL Yen 48,000,000

PAID-UP CAPITAL Yen 30,000,000

RESERVE FUND Yen 17,150,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at

Antung-Hsien Liao Yang-Yu-jou (Port Arthur)

Bomb

## SHIPPING IN PORT.

## HEAT PROSTRATION.

## 178 TREATMENT AND CURE.

**STEAMERS**  
ARABIEN, Danish str., 4,513, J. B. Cortsen, 4th Oct.—Antwerp 27th Aug., General, Paper and Iron—Melechers & Co.  
BUNA MARU, Japanese str., 3,247, T. Segami, 29th Sept.—Moyl 24th Sept., Coal and Marine—Toyo Kisen Kaisha.  
CANADA MARU, Japanese str., 3,678, K. Hori, 5th October—Takao and Shanghai 2nd October, General—Osaka Shosen Kaisha.  
CHONGMINGH, British str., 1,223, V. Liddell, 8th Oct.—Tientsin and Port 1st Oct., General—Jardine, Matheson & Co.  
CHILDAB, Norwegian str., 1,102, H. Nilsen, 4th Oct.—Bangkok 26th Sept., General—Aagard, Thorsen & Co.  
CHINAKANG, British str., 1,229, Kay, 7th Oct.—Hongkong 4th October, Coal—Butterfield & Swire.  
CHOISING, German str., 1,025, T. Bridon, 7th Oct.—Bangkok 27th Oct., Rice and Rosewood—Butterfield & Swire.  
CHOSHIN MARU, Japanese str., 1,301, K. Sakurai, 7th October—Fuchow 4th Oct., General—Osaka Shosen Kaisha.  
CHOYRANG, British str., 1,424, M. Courtney, 6th Oct.—Shanghai 29th Sept., and Swatow 5th Oct., General—Jardine, Matheson & Co.  
DEWA WONGKE, German str., 1,057, E. Gathmann, 29th Sept.—Manila 25th Sept., Butterfield & Swire.  
FLINTSHIRE, British str., 2,404, J. C. Candy, 7th October—Singapore 1st Oct., General—Jardine, Matheson & Co.  
FUKU MARU, Japanese str., 1,946, S. Kamawaki, 4th Oct.—Moyl 25th Sept., Coal—Marine Bishi Goshi Kaisha.  
GREGORY APTARE, British str., 2,961, S. H. Belson, 4th Oct.—Swatow 29th Sept., General—David Sisson & Co.  
HAITAN, British str., 1,182, J. S. Ranch, 8th Oct.—Swatow 7th Oct., General—Douglas, Lapraik & Co.  
HALVARD, Norwegian str., 1,066, C. Anderson, 8th Oct.—Bangkok 27th Sept. and Hoiohow 7th Oct., General—Siam-China S. Co.  
HONGKONG, French str., 739, A. Cornelson, 6th October—Haiphong 3rd and Pathot 4th Oct., General—A. R. Martyn.  
KEONOWAI, German str., 1,777, F. Nicolson, 5th Oct.—Bangkok and Swatow 4th Oct., Rice and Meal—Butterfield & Swire.  
KIANG PING, Chinese str., 1,222, H. Udden, 5th Oct.—Chinkiang 28th Oct., General—Chinese.  
KUMERIC, British str., 4,004, G. B. McGill, 6th Oct.—Manila 3rd Oct., General—Bank Line Ltd.  
KWANGTUNG, Chinese str., 1,536, Stewart, 5th Oct.—Shanghai 1st October, General—C. M. S. N. Co.  
LYNWOOD, German str., 1,238, V. Pilgrim, 25th Sept.—Saigon 21st Sept., Rice and General—Chinese.  
MARIE, German str., 1,169, H. Schlaifer, 7th Oct.—Saigon 2nd Oct., Rice and General—Jehan & Co.  
MONTEALO, British str., 6,153, W. Davison, 8th Sept.—Vancouver via Japan and Shanghai 5th Aug., General—Canadian Pacific Railway Co.  
PHEUMPHORN, British str., 1,055, J. H. Scott, 28th Sept.—Saigon 23rd Sept., Rice—Chinese.  
PONGTONG, German str., 998, W. Boteler, 5th Oct.—Bangkok 28th Sept., Rice and Tookwood—Butterfield & Swire.  
RUNI, American str., 1,408, S. A. Crosby, 26th September—Manila 23rd Sept., General—Shewan, Thomas & Co.  
SIAM, British str., 292, Robt. A. Bluns, 2nd Oct.—Singapore 29th Sept., Kerossen oil—Asiaco Petroleum & Co.  
SIGNAL, German str., 907, J. Soersen, 6th Oct.—Port Courbet 1st October, Coal—Jesom & Co.  
SUNGKLAO, British str., 997, H. Mathias, 1st Oct.—Haiphong 26th Sept., General—Butterfield & Swire.  
TENTO MAU, Japanese str., 7,268, E. Bent, 3rd October—San Francisco via ports of China and General—Toyo Kisen Kaisha.  
TAISHUN Chinese str., 1,612, R. G. Paramore, 4th October—Shanghai 23rd Sept., General—C. M. S. N. Co.  
TAMBA MARU, Japanese str., 1,234, K. Noda, 1st Oct.—Santali and Shanghai 23rd Sept., General—Nippon Yusen Kaisha.  
TAMING, British str., 1,370, G. H. Pennefather, 6th October—Manila 3rd October, General—Butterfield & Swire.  
TIJERODAS Dutch str., 2,578, Jurriaanse, 23rd Sept.—Balatik 13th Sept., Sugar—Java-China Japan Lijn.  
TJIMANOK, Dutch str., 3,510, N. von Jurmane, 25th Sept.—Macassar 17th Sept., Sugar—Java-China Japan Lijn.  
TSURUGIAN MARU, Japanese str., 2,559, S. Watanabe, 7th October—Mikko 1st Oct., Coal—Mitani Bussan Kaisha.  
WUHU, British str., 1,227, Howard, 24th Sept.—Keho—Butterfield & Swire.  
ZAFIRO, American str., 1,610, M. C. Smith, 8th October—Manila 4th Oct., Hemp and Sapwood—Shewan, Thomas & Co.

## THE QUICKEST RESTORATIVE.

It needs no great knowledge of dietetics to appreciate the fact that relatively few articles combine these two necessary and important qualities. One, however, does fulfil these two requirements in a supremely advantageous manner. This is Sanatogen. Composed of the body-building parts of the purest milk, chemically combined with that salt of phosphorus which is found in the nervous system, it is one of the blandest—as it is the most nutritious—revitalising and reinvigorating foods known to Science. Its use is, in many cases, followed by such a sensation of well-being that a well-known writer has described it in the words, "Almost immediately after taking it, I feel as though a stream of liquid life has been poured into me."

Even those people who do not react so rapidly to its benefits, very soon experience a sensation of strength and revitalisation which are particularly gratifying after the feeling of "nervous prostration and lack of tone" which are so characteristic of the results of heat. In this connection, the following letter from Mr. Thomas Lynn, Calcutta, will be read with particular interest, for it shows how Sanatogen enables even those who have to fight against the effects of heat when their bodily forces are weakened by disease derive immediate health and strength from the preparation.

## AND THE SUMMER, TOO.

Mr. Lynn writes:—"I was a broken-down wreck of a man, as far as health goes, and had been a martyr to Malaria for four years, being constantly in the hands of the doctors, and becoming weaker and weaker, with the natural run-down condition and its accompaniments, brain fog, nervousness and dyspepsia. Everybody advised me to go to the hills for some months, but this was impossible. Sanatogen was strongly recommended by a friend, and I am delighted to say that only two bottles have made an extraordinary difference for the better—nay, for the best. I shall always highly recommend Sanatogen everywhere I go. You will readily understand what a boon such an invigorator of life is to people out in the tropics who have the awful heat to fight against. This is very likely the hand of breakdowns, hence there are many thousands who appreciate what Sanatogen has placed within their reach—a new lease of life."

Sanatogen may be obtained of A. S. WATSON & CO., Hongkong; STEECE CO., LTD., 215-221 Des Vaux Road, Hongkong, and of all Chinese.

[105 414]

## NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

## SMOKELESS POWDER and CHILLED

SHOTS. From No. 10 to SSSG. at \$6, 37

and \$7.50 per 100, SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & CO.

Hongkong, 25th October, 1906 [608]

## LATEST STEAMER MOVEMENTS.

The Apur str., Catherine 4-pear from Calcutta left Singapore on the 5th inst. afternoon, and may be expected here on or about the 12th instant.

The I.G.M. str. Prins Eliz. Friedrich, which left here on the 5th inst. at 9 a.m. arrived at Shanghai on the 8th inst., at 4 a.m.

The H.A. Linie str. Vandalia left Sabang on the 6th inst. a.m., and may be expected here on or about the 15th inst. a.m.

The "Ben" Line str. Benares from Antwerp, Middlesex and London, left Singapore on the 7th inst. for the port.

The P. & O. S. N. Co.'s str. Nile arrived at London on the 7th inst. a.m.

The I.G.M. str. York, carrying the German Mail with dates from Berlin of the 20th ult., left Colombo on the 8th inst. p.m., and may be expected here on or about the 19th inst.

The Dowell New York Line str. Satsuma left Foochow on the 9th inst., at noon, and is therefore due here on or about the 11th inst., at noon.

A KING & CO..

19. QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken

Hongkong, 31st July, 1907. [609]

## WM. POWELL, BECHSTEIN LTD.

## “PHOENIX BRAND”

Pure English Silk SOCKS

IN ALL COLOURS.

(REMARKABLE VALUE.)

\$2.00 per pair 6 pairs for \$11.00

GENTS' OUTFITTERS.

## PIANOS

SOLE AGENTS:

ROBINSONS.

754

## CANTON-KOWLOON RY.

JOINT SECTIONAL FARE TABLE.

On and after 3rd October, 1911, and until further notice, the following Fare Table will come into operation. Previous Fare Tables cancelled.

STATIONS.		Hongkong and Kowloon		Shantung		Tientsin		Taku		Tsinling	
		1st	2nd	1st	2nd	1st	2nd	1st	2nd	1st	2nd
Hongkong and Kowloon		10	10	10	10	10	10	10	10	10	10
Hung Hom		10	10	10	10	10	10	10	10	10	10
Yau Ma Tei		10	10	10	10	10	10	10	10	10	10
Shatin		10	10	10	10	10	10	10	10	10	10
Tai Po		10	10	10	10	10	10	10	10	10	10
Sai Wu		10	10	10	10	10	10	10	10	10	10
Tai Po Market		10	10	10	10	10	10	10	10	10	10
Fan Ling		10	10	10	10	10	10	10	10	10	10
Shun Chui		10	10	10	10	10	10	10	10	10	10
Po Kut		10	10	10	10	10	10	10	10	10	10
Li Loong		10	10	10	10	10	10	10	10	10	10
Ting Wu		10	10	10	10	10	10	10	10	10	10
Tin Tong Wei		10	10	10	10	10	10	10	10	10	10
Shek Ku		10	10	10	10	10	10	10	10	10	10
Siu Tong		10	10	10	10	10	10	10	10	10	10
Tong Teu-Hu		10	10	10	10	10	10	10	10	10	10
Lam Teu		10	10	10	10	10	10	10	10	10	10
Wu Chung		10	10	10	10	10	10	10	10	10	10
Cheung Nuk Ton		10	10	10	10	10	10	10	10	10	10
Shek Put		10	10	10	10	10	10	10	10	10	10
Ta Tong		10	10	10	10	10	10	10	10	10	10
Canton T.S.T.		10	10	10	10	10	10	10	10	10	10

NOTE.—These Fares are quoted in Hongkong currency. Return tickets will be issued to 1st and 2nd class passengers at one and a half single fare. Goods Tariff may be had on application at the Head Office British Section, Kowloon, and Chinese Section, Canton. Price 50 cents.

By Order,  
E. S. LINSDAY, Manager,  
British Section,  
Canton-Kowloon Railway.

[1205] As a precaution against the constant risk of infection, remember that washing with

CALVERT'S  
No. 5 Carbolic Soap

is a healthy habit, for either personal use or household purposes—and it is not expensive.

Local Dealers sell it. Makers—F. C. CALVERT & CO., Manchester, England.

477

## “LOOK ALIVE!”

is one of the many casual everyday infections whereby looks much unnoticed wisdom. The man who looks alive is always and everywhere successful. In business it is the “alive” man who gets to the top; in society it is the active, gracious, agreeable person who is most popular and holds our affection. Therefore look alive, and you will be successful. Your eyes are the windows through which we see the world; your smile is the key to the heart; your voice is the language of your thoughts; your hands are the instruments of your actions. If you suspect that dyspepsia or any disorderly state of the stomach, liver, or bowels is sapping your vitality, it is certain that without delay, you should

TAKE  
BEECHAM'S PILLS.

Sold everywhere in boxes, price 9d. (36 pills), 1/- (56 pills) and 2/- (168 pills).

</div

## UBER SHARES.

## SINGAPORE QUOTATIONS.

Singapore, September 29, 1911.

MESSRS. LYALL AND EVANS'S LIST.]

Nom.	Value.	Buyers.	Sellers.
2 Allagar	346 4s		
2 Allagar Options	143 1810		
1 Anglo-Java	462 4s		
1 Anlo-Johore	643 7s6		
2 Anglo-Malay	17 18s		
2 Anglo-Sumatra	5765 68s9		
1 Ayer Kuning	19s 21s		
1 Benteng	40s 47s6		
2 Batan - Maleka	149 11s		
1 Batu Caves	230 25s		
1 Batu Tigre	72s 78s		
1 Bonifort Borneo	18s 20s		
1 Bukit Kajang	43s9 46s3		
1 Bukit Lintang	76s3 80s		
2 Bukit Merajam	23s 210s		
21 Bukit Rajah	23s 246s3		
22 Bukit Selangor 1s pd.	14 s.d. 16 s.d.		
21 Caro United 6s p.d.	66 9s pm		
1 Castlefield	112s6 120s		
2 Cherokee	34s 38s		
25 Chingap options	161s 15s		
25 Chingap	182 18s		
25 Cicely Ord	32s 36s		
25 Consolated Prof.	32s 36s		
25 Consolidated Malay	16s9 1710		
21 Damansara	107s6 115s		
1 Damintown	22s 25s		
25 Edinburgh	8s 9s		
1 Federated Selangor	190s 210s		
25 Galing Besar	310s 44s		
21 Goendea	83s14 92s6		
1 Golden Hope	80s6 90s		
1 Hajoop	7s 7s6		
1 Harpenden	172s6 19s6		
25 Harwood	4s5 410s		
25 Highlands & Lowlands	80s 94s6 div.		
25 Hunt Kenneth	150s 15s		
25 Jasir	181s 12s2		
21 Johor R. Lands 10s pd.	16s 16s pm		
1 Juru	10s6 13s		
25 Kaming Kwantang	9s6 11s3		
25 Kamunting 1s pd.	240s 36s pm		
25 Kedah f.p.d.	5s 510s		
21 Kapar Para	137s6 15s		
1 Kopigalla	96s 10s 12s div.		
21 K'pong	115s 125s		
21 Koit Tinggi	2s 23s		
21 Kuala Lumpur	12s 13s6		
25 Labu (F.M.S.)	9 10s6 x		
21 Landrau	70s 75s		
1 Ledbury f.p.d.	55s 62s		
1 Leung 12s6 pd.	22s 28s6 pm		
25 Linggi Ord	3910s 418s 6 pd.		
25 London Asiatic	10 4s 11s3		
21 Lum 16s6 pd.	113s 15s		
1 Malaca 7s2 Prof.	153s 166s		
1 Melaka Ord	154s 169s		
25 Merchant Options	3s9 4s		
21 Mount Austin	16s 21s		
1 N.Hummock 16s6 pd.	58s6 65s		
25 Padang Java	2s4 27s8		
25 Padang	42s 45s		
25 Paleyah	5s6 6s12		
25 Perak	6s10 7s8		
21 Permas	18s6 21s		
25 Port Dickson 6s pd.	pas 2 pm		
1 Ramban Prof.	21s 24s		
1 R. Est of Johore 15s pd.	56s3 40s		
25 R. Est of Krian	2s8 3s		
21 R. Invest Trust 10s pd.	8s4 9s6 pm		
1 Sagga	200s 22s		
25 Sapong	22s 23s9		
1 Seaford	90s 100s		
25 Selangor	41s3 44s9 div		
21 Sondayan	21s3 24s		
25 Sengat	3s 4s		
21 Seremban	67s6 72s6		
1 Shelford	55s 61s3		
21 Sialang	39s3 42s6		
25 Singapore Para	310s 43s		
25 Straits S. Beram	54s4 59s		
25 Straits Rubber	88s9 97s		
25 Sumatra Para	9s 9s10		
21 Sungai Choh	65s 73s3		
25 Sungai Kapar	10s9 11s3		
21 Sungai Kinta Prof.	22s6 25s		
25 Sungai Sekuk	67s6 78s9		
1 Sungai Way	100s 110s x div.		
1 Tanjung Malim 12s6 pd.	11s 12s1 pm		
1 Tanjung Maim 12s6 pd.	16s2 20s6		
1 Tebrau	57s6 61s8		
21 Trombyo	92s6 95s9		
1 United S.-Dhang	9s6 10s		
1 United Sun Betong	21s 23s6		
25 United Sumatra	6s9 7s9		
2 United Temisan 1s pd.	4s2 4s 51s		
2 Val d'Or	110 24s		
25 Vallabros	27s9 29s3 x div.		
25 Yam Seng	7s3 8s5		
21 Alor Gajah	81 40s 145		
10 Ayer Hitam	34.00 36.00		
1 Ayer Kuning	0.55 0.65		
1 Ayer Melok	1.7s 1.9s		
5 Ayer Panas	4.60 4.65		
1 Balowin	8.02 8.25 x rts.		
Bukit Timah	8.0 10.00		
1 Bukit K. B.	0.67 0.72		
10 Changkat Serdang	4.90 5.05		
10 Cheras 8s pd.	2.50 3.00 pm		
21 Duff	3.75 4.00		
21 Gloncloy	1.5 1.60		
5 Hayter	6.00 7.25		
10 Hendriks 38 pd.	1.00 ds par		
10 Indr-giri	5.5 6.00		
1 Jimah	0.35 0.40		
5 Kelemak 84 pd.	3.00 ds 2.75 div.		
5 Kempas	1.85 2.10		
5 Lunas	1.15 1.25		
1 Malaka Pinda	0.57s 0.62s		
2 Malakk	1.50 1.55		
5 Martin 5425 pd.	0.50 ds. par		
5 Mer u	0.93 1.25		
2 New Serendah	1.95 2.00		
5 New Singapor	4.90 5.00		
1 Nylas	0.35 0.37s		
5 Pahang	9.50 9.75		
1 Patai	1.00 1.05		
10 P.-goh	28.00 28.50		
10 Palas Bulang, \$25.00 pd.	1.50 1.25 div.		
1 Pungkor	0.40 0.55		
5 Redak	9.00 10.00		
2 Sandwyk	17.70 17.75 x div.		
2 Singapor & Johore	9.50 10.00		
2 Sungai Bagan	0.70 0.75		
1 St. Helens	15.00		
1 Tambak	0.50 0.60		
5 Teluk Anson	4.00 4.10		
2 Trafalgar	0.65 0.75		
1 Uln Pandan	0.50 0.52s		
1 United Malacca	0.52s 0.55		
1 United Singapor	1.05 1.10		
Ps. 5 Jobong	\$117.50 127.50		

## NAPIER JOHNSTONES'

## "SQUARE BOTTLE"

## WHISKY.

## UNVARIED FOR OVER

## 150 YEARS.

## THE SAME TO-DAY AS IN

## 1745.

BEWARE OF  
IMITATIONS.SOLE AGENTS IN HONGKONG:  
LANE, CRAWFORD & CO.,  
and from ALL WINES-MERCHANTS.

(56)

## SHANGHAI SHARE QUOTATIONS

ON 30TH SEPTEMBER, 1911.

[J. P. BISSET &amp; CO.'S LIST.]

COMPANY.	PAID UP	QUOTATION
Banks—		
Hongkong & Shang.	\$125	\$125, sales & buy.
Insurance—		
Union Society C'bn	\$100	\$925, buyers
North China	25	17s 16s
Yangtze Assoc.	\$100	\$224
Canton	\$100	\$220, sellers
Hongkong Fire	\$100	\$3621, buyers
Shipping—		
Indo-China f.p.d.	\$5	Tls. 49, sellers
Shell Trans. & Trading prof.	\$1	Tls. 18.6
Sh'l Trans. & Prof.	\$10	\$11.00
Sh'l Trans. & Prof.	\$10	Tls. 17, sellers
Lighter f.p.d.	T50	Tls. 45, buyers
Kochi Transport. & Tow-Boat	T50	Tls. 80, sellers
Docks & Wharves—		
Sh'm Dock & Eng. H. & W. Dock	T100	Tls. 60, sales & b.
S. & H. K'lon Wharf.	\$50	Tls. 51
H. K'lon W. & G.	\$50	Tls. 50, sellers
Hunting—		
Ts'ng Dock & Eng. H. & W. Dock	T100	Tls. 60, sellers & b.
S. & H. K'lon Wharf.	\$50	Tls. 51, sellers
Mining—		
Real Australian Chinese Eng. & Min.	\$1	8
Chinese Eng. & Min.	\$1	Tls. 14, sellers
Lands—		
Sh'm Investment	T50	Tls. 33
H'kong Investment	\$100	\$100
Humphreys Estate	\$100	\$174
Weiswolff	T20	Tls. 41
China	T20	Tls. 40
Anglo-French	T100	Tls. 44, buyers
Plantations—		
Alma Estates, Ltd.	\$1	Tls. 7.10, sellers
Ayer Towah Rubber Fatio Co., Ltd.	T74	Tls. 104, buyers
Chempoda	\$1	Tls. 12
Dominion Rubber	T10	Tls. 24, buyers
Kahung Rubber	\$1	Tls. 11.90, sd & s.
K. Java-Pation, Ltd.	T50	Tls. 44, buyers
Sawang Ph'ng	T5	Tls. 25
Tobacco	T20	Tls. 974, buyers
T. E. & T. Estate Co.	\$1	Tls. 124, sellers
Cottons, etc.—		
Ewo	T50	Tls. 5

**U.S. MAIL LINE.**  
**PACIFIC MAIL S.S. CO.**

**SEMI-TROPICAL ROUTE.**

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATE
KOREA	15,000	SATURDAY, 28th Oct., at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 25th Nov., at 1 P.M.
KOREA	18,000	SATURDAY, 16th Dec., at 1 P.M.
SIBERIA	18,000	FRIDAY, 12th Jan., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 27th Jan., at 1 P.M.
• Twin Screws.		

All Steamers have an Excellent "Philippine Stringed Orchestra" for the entertainment of Passengers, and are Equipped with Wireless Telegraphy.

THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOYAMA, YOKOHAMA and HONOLULU, on SATURDAY, 28th October, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. Od. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BEETH AND MEALS ACROSS AMERICA.

**SPECIAL RATES** (First Class Only) Granted upon Application To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Service of the Governments of China and Japan, to United States Points; Commissioned Officers of the United States Army, Navy, U.S. P.H. and M.H. Services, stationed at Ports of Call; also all Officials of U.S. Diplomatic Service, U.S. Consul General's, Consuls and Vice-Consuls located in Asia, to United States and Canadian Points; Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. Between China, Japan and Manila to Officials of U.S. Diplomatic Service, U.S. Consul General's, Consuls and Vice-Consuls located in Asia, also Commissioned Officers of U.S. Army, Navy and U.S. P.H. and M.H. Services. These Special Rates apply when travelling at their own expense and to their families. To all Points - Missionaries and their families.

**INTERMEDIATE SERVICE.**

PERSIA ..... 9,000 TONS ..... FRIDAY, 20th Oct., at 1 P.M.

CHINA ..... 10,200 TONS ..... FRIDAY, 17th Nov., at 1 P.M.

The P.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 20th Oct., at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA FIRST CLASS.

SAHOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £43.

HONGKONG to SAN FRANCISCO via New York £45.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

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**THE BANK LINE, LIMITED.**

REGULAR SERVICE FROM HONGKONG TO

**VANCOUVER, B.C. SEATTLE & PORTLAND (Or.).**

VIA

SHANGHAI AND JAPANESE PORTS.  
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

Steamers	Tons	Captain	To Sell on or About
KUMERIC	11,000	G. B. McGill	10th October.
KUMERIC	11,000	J. Mathie	25th October.
STRATHLYON	8,000	J. R. Shaw	21st November.

To be followed by other Steamers of the Company at regular intervals. Calling at AVOY and KEELUNG if sufficient inducement offers.

The BANK LINE Steamers are of the Newest Design, have most Convenient Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to America and Canadian Points.

For Rates of Freight and Passage, apply to -

THE BANK LINE, LIMITED.

(MANAGERS' AGENTS).

TELEPHONE NO. 780.

King's BUILDING, Praya Central.

**INDIAN AFRICAN LINE.**

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

**PROPOSED SAILINGS.**

FROM HONGKONG: 28th October.

FROM COLOMBO: 12th November.

For Rates and Further Information, apply to -

THE BANK LINE, LIMITED,

(MANAGERS' AGENTS).

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**CONFERENCE - WEIR LINE.**

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Carried on Through Bills of Lading from HONGKONG to RIVER PLATE Ports transhipping to CONFERENCE - WEIR LINE Steamers at CALCUTTA.

FROM HONGKONG: Frequent Sailings.

For Rates of Freight and Further Particulars, apply to -

THE BANK LINE, LIMITED,

(MANAGING AGENTS).

**NEW LINE OF STEAMERS**

TO

SOUTH AFRICAN PORTS.

**ORIENTAL AND AFRICAN LINE.**

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

**PROPOSED SAILINGS.**

S.S. "DUNERIC" ... 3,000 tons ... to be despatched End December.

S.S. "KATANGA" ... 5,600 tons ... to Follow.

And regularly thereafter.

For Rates of Freight or Passage, apply to -

THE BANK LINE, LIMITED,

(MANAGING AGENTS).

Hongkong, 23rd August, 1911.

**THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.**  
MAIL SERVICE TO AUSTRALIA.

**MAIL SCHEDULE**

(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EMPIRE ST. ALBANS	26th Oct.	Wednesday, 17th Oct.
EASTERN	17th Nov.	Saturday, 11th Nov.
ALDENHAM	1st Dec.	Saturday, 23rd Dec.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.

All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & Co., AGENTS. [1262]

Hongkong, 10th October, 1911.

**THE "CALCHAS" IN COLLISION.****UNEASINESS OF LONDON UNDERWRITERS.**

On the 6th ult. news was received in London that the Blue Funnel liner Calchas had been in collision, and considerable alarm was felt in London as to the safety of the vessel. Fortunately, although the news proved to be accurate, the accident was not of very serious nature.

The Times of the 7th ult. said: "Underwriters yesterday had reason to leave the market uneasy in mind, for further news of the collision of the Australian steamer Moatwa with an unknown vessel near Cape Roche which afterwards disappeared, was distinctly disquieting. A message from the captain of the Moatwa from Sagres stated that his vessel had been run into by a Blue Funnel boat, which, coupled with the previous message that only the word 'Liverpool' could be discerned on the vessel, naturally suggests one of Messrs. Holt & Co.'s steamers. There are two of these big vessels which may be aid to be in the running for this doubtful honour - namely, the Calchas and Antelochus. The Antelochus passed Bosphorus for the East and Pacific Coast on August 30th, and the Calchas passed Gibraltar from the East on September 3rd. Of these the market paid most attention to the Calchas and proceeded to deal very freely in reinsurance on cargo to pay as original at rates of from 4 to 5 per cent. One or two casualties have lately occurred to vessels of the Holt Line, but the fleet preserves a fine handle for management and strength of construction; the consequence is that, in the case of other vessels considered first-class, underwriters retain big lines on cargo, and the loss of a vessel as the Calchas would cause a very great deal of discomfort to the London market. As the Calchas brings large quantities of tin and plantation rubber from the Straits, which are valued about £187 a ton and £4. a pound respectively, her cargo may well represent between half and three-quarters of a million sterling. It has been shown that if the finer vessels is struck in the vulnerable region of their engine may sink, but the prevailing opinion yesterday was that, though the vessel in collision was probably the Calchas, the steamer was soon lost to sight in the fog and proceeded. Curiously enough, the funnel of the Italian steamer Feri, wrecked some hundred miles from the scene of the collision, is blue with a black top, but the word 'Liverpool' seen on the colliding vessel was regarded as sufficient to exonerate the vessel from participation in the collision."

Next day The Times said: "Not until after these o'clock yesterday afternoon was the uneasiness felt by underwriters for the safety of the British steamer Calchas relieved by a telegram posted at Lloyd's to the effect that the vessel passed Rawle Point in the morning. A few minutes earlier the agents of the Holt Line in London had stated that the steamer was due at Portland at two o'clock, but they had then received no news of her arrival; it was subsequently shown that the Calchas reached Port Land precisely at the time expected."

"The supposition that the Calchas was the vessel in collision with the American steamer Morawit near Cape Roche in a fog on Monday morning proved to be perfectly correct. A telegram was received last night from the captain of the Calchas stating that his vessel had been in collision with the Morawit, but that the injury to the ship was not serious and that the cargo was unhampered."

"As pointed out yesterday, well-informed opinion in the insurance market favoured the belief that the Calchas had been in collision, but it was also thought that the vessel would probably be well fitted to withstand the shock. Such unseasoned as existed was largely explained by the very high value of the cargo. Thus one shipment of 1,000 tons of tin is known of, which at present prices is alone worth well over £200,000."

"As indicated in our market report, uneasiness for the vessel's safety was yesterday partly responsible for a sharp rise in the price of tin on the London Metal Exchange, but in the afternoon, when reassuring news was received, values declined, the last price closing 15s. higher on the day at £187 15s."

"In the afternoon, when reassuring news was received, values declined, the last price closing 15s. higher on the day at £187 15s."

"F. G. Figg, Director, Hongkong Observatory, October 9th, 1911.

1. BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade, in degrees Fahrenheit.

3. HUMIDITY, in percentage of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. STATE OF WEATHER, according to Beaufort Scale.

6. STATE OF WEATHER, E. wind, cloudy, h. rain, lightning, d. drizzling rain, f. fog, g. snow, h. sleet, i. rain, j. snow, k. thunder, l. visibility, m. passing shower, n. drizzle, o. rain in inches, tenths and hundredths.

7. RAIN, in inches, tenths and hundredths.

8. WIND, in miles per hour.

9. HUMIDITY, in percent.

10. PREVIOUS, ON DATE OF DATE.

11. DAY AT 4 P.M. AT 10 A.M. AT 4 P.M.

12. BAROMETER. . . . .

13. TEMPERATURE. . . . .

14. HUMIDITY. . . . .

15. WIND DIRECTION. . . . .

16. FORECAST. . . . .

17. WEATHER. . . . .

18. RAIN. . . . .

19. HUMIDITY. . . . .

20. WIND. . . . .

21. PREVIOUS, ON DATE OF DATE.

22. DAY AT 4 P.M. AT 10 A.M. AT 4 P.M.

23. BAROMETER. . . . .

24. TEMPERATURE. . . . .

25. HUMIDITY. . . . .

26. WIND DIRECTION. . . . .

27. FORECAST. . . . .

28. WEATHER. . . . .

29. RAIN. . . . .

## SHIPPING

## ARRIVALS.

**AKI MARU**, Japanese str., 3,995. K. Homma, 9th October—Yokohama 27th September, General—Nippon Yusen Kaisha.  
**ALCINOUS**, British str., 4,278, Copenhagen, 29th October—Liverpool via Singapore 1st Sept., General—Butterfield & Swaine.  
**POOSHUNG**, British str., 1,423. W. D. Welsh, 8th Oct.—Guyana and Mexico 3rd Oct.—Jardine, Matheson & Co.  
**GHAZEL**, British str., 3,242. D. A. Cave, 9th Oct.—Singapore 3rd October, General—Dowd & Co.  
**INDRAMAYO**, British str., 3,370. E. R. Evans, 9th Oct.—Manila 6th October, General—Shewan, Tomes & Co.  
**MACHIZU**, German str., 936. R. G. Zöller, 9th Oct.—Singapore 1st and Hoihoi 8th Oct., General—Butterfield & Swaine.  
**S-KIANG**, French str., 615. E. de Catalano, 9th Oct.—Haiphong Kwan Chow Wan 7th Oct., General—Messageries Maritimes.  
**SYDNEY**, French str., 4,118. Costa, 9th Oct.—Yokohama and Shanghai 5th October, General—Messageries Maritimes.  
**FITARDEM**, Dutch str., 3,667. P. Zwart, 8th Oct.—Kobe—Mojii and Karaden 4th Oct., General and Cons.—Java-China Japan Lijn.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 9th October.  
**Childer**, Norwegian str., for Bangkok.  
**Choyang**, British str., for Canton.  
**Choyang**, British str., for Shanghai.  
**Huian**, British str., for Swatow.  
**Hongkong**, French str., for Palko.  
**Ingramaya**, British str., for Shanghai.  
**Sydney**, French str., for Europe, &c.  
**Tambo Maru**, Japanese str., for Shanghai.  
**Tjimantik**, Dutch str., for Batavia.  
**Neurungan Maru**, Japanese str., for Mikasa.

## DEPARTURES.

9th October.  
**ARRATION APCAR**, British str., for Shanghai.  
**CYCLOPS**, British str., for Kuching.  
**GHAZEL**, British str., for Shanghai.  
**RAJAH**, German str., for Bangkok.  
**SAMSEN**, German str., for Bangkok.  
**SARATOGA**, American cruiser, for Manila.

## PASSENGERS.

ARRIVED.  
For Sydney, for Hongkong, from Yokohama, Lady Logard and Mrs Carano; from Kobe, Messrs C. L. Kai, Ohmi and Ishimoto; from Shanghai, Mr Hansen, Mr Verhert, Mr Lawler, Capt. Long, Mr Singer, Miss Ruby, Mr Sallo F. del Rosario, Mr E. Joseph, Mrs Esayi, Mrs Anna, and Mr G. Missai.  
Per **Aki Maru**, from Japan, for Hongkong, Mr C. Christensen, Mr S. P. Warbrook, Miss E. Rowe, Mr and Mrs W. G. Worcester and infant, Mrs Weigall and infant, Miss Butterworth, Mrs F. S. Souza and child, Major and Mrs Caulfield and child, Mrs J. Hennet, Major and Mrs W. G. Lydon, Mr E. Takata, Mr K. Saito, Mr N. Sugimura, Mr Y. Shishido, Mr T. Kitagawa, Mrs T. Tasaki, Mr R. Sudo, Miss T. Nagashima and Mr R. Jinno.

## VESSELS EXPECTED.

## THE AMERICAN MAIL.

The P. M. S. S. Co. str. **Persia** is due to arrive at Hongkong on the 11th inst., between 4 and 6 a.m.

The P. M. S. S. Co. str. **Korea** sailed from San Francisco on the 19th ult. for Hongkong, via Honshu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at this port on the 20th inst.

The P. M. S. S. Co. str. **Siberia** was dispatched from San Francisco on the 4th instant for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 31st inst.

## THE AUSTRALIAN MAIL.

The I.G.M. str. **Prinz Waldemar** left Yap on the 9th inst., at 7 a.m., and may be expected here on or about the 16th inst.

The str. **St. Albans** left Sydney on the 27th ult. for this port, via Queensland ports, Port Darwin and Manila.

## THE CANADIAN MAIL.

The C.P.R. Co.'s str. **Empress of India** left Vancouver, B.C., on the 4th instant p.m. for Hongkong (via usual ports of call).

## THE ENGLISH MAIL.

The P. & O. str. **Dawnstar** left Singapore for this port on the 6th inst. at 6 p.m. with the outward English Mail, and is due here to-morrow at about 5 p.m.

## THE INDIAN MAIL.

The Indo-China str. **Footong** left Calcutta for the Straits and Hongkong on the 30th ult., and is due here about the 15th instant.

## MERCHANT STEAMERS.

The N.Y.K. str. **Poa Maru** (Bombay Line) left Bombay for this port via ports on the 22nd ult., and is expected here to-day.

The Dowell-Luna str. **Savanna** arrived at Keeling on the 3rd instant morning, and will leave for Hongkong on or about the 5th inst. via Foochow.

The T.K.K. str. **Shinjo Maru** left San Francisco on the 27th ult. en route to Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is expected to arrive here on or about the 24th instant.

The str. **Glenstrae** passed the Suez Canal on the 29th ultimo, and is due here on or about the 31st inst.

The T.K.K. str. **Hongkong Maru** sailed from Calao on the 26th ultimo, and is expected to arrive at this port on or about the 27th prox.

The Mogul Line str. **Lothair** left the United Kingdom on the 24th ult. for Hongkong via the Straits.

STEAMERS PASSED THE CANAL.

September 15th—**Athenous**, Bonvois, **Cylopes**, **Afghan Prince**, 19th—**Ceylon**, Konwalec, **Silesia**, **Vandalia**, **Ariadna**, **President**, 22nd—**Asuta Maru**, **Jeseric**, **Nanur**, **Nore**, **Yunnan**, 26th—**Berney**, **Kawachi Maru**, **Saka**, **Yorck**, **Nelus**, 29th—**Damea**, **Glenbrae**, **Silesia**, October 3rd—**Astyanax**, **Brigadier**, **Carmarthenshire**, **E. F. Ferdinand**, **Holch Maru**, **Mochou**, **Kanagawa Maru**, **Palermo**, **Pelorus**, **Prinz Ludwig**, **Titan**, **Indrastra**, 7th—**Achilles**, **Indraudi**, **Patuan**, **Polynesia**, **Slavonia**, **Socotra**.

## ARRIVALS AT HOME.

## ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1911. With Index. Price \$7.50.  
On sale at the "HONGKONG DAILY PRESS," Octos.

Hongkong, 2nd August, 1911.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "l," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier, 3. From Blake Pier to Naval Yard, 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG	BERTH	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA USUAL PORTS OF CALL	DELHI	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	On 14th inst. at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	SUMATRA	Brit. str.	W. R. Le Mare	E.N.E.	P. & O. S. N. Co.	About 1st Nov.
ROTTERDAM, HAMBURG & ANTWERP, &c.	FUBET BULOW	Ger. str.	k. w.	Jäger	HAMBURG-AMERIKA LINIE	On 15th inst.
ROTTERDAM & HAMBURG & ANTWERP, &c.	BELGRAVIA	Ger. str.	k. w.	v. Döhren	HAMBURG-AMERIKA LINIE	On 22nd inst.
SACHSEN	SACHSEN	Ger. str.	k. w.	Wagner	HAMBURG-AMERIKA LINIE	On 11th Nov.
SUEVIA	SUEVIA	Ger. str.	k. w.	Rassau	HAMBURG-AMERIKA LINIE	On 13th inst.
SENEGAMIA	SENEGAMIA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERIKA LINIE	On 28th inst.
BAVARIA	BAVARIA	Ger. str.	k. w.	Brehmer	HAMBURG-AMERIKA LINIE	On 10th Nov.
ATTALE	ATTALE	Am. str.	—	K. Homma	NIPPON YUSEN KAISHA	To-morrow, at Daylight
—	—	Am. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 25th inst. at D'light
—	—	Am. str.	—	K. Noda	NIPPON YUSEN KAISHA	To-day
DERFFLINGER	DERFFLINGER	Ger. str.	—	F. Preisch	MELCHERS & CO.	On 18th inst. at Noon
ATSEA	ATSEA	Am. str.	—	Reisch	SANDER, WIELER & CO.	On 25th inst. at 2 P.M.
SATSUMA	SATSUMA	Brit. str.	—	Sheppard	DODWELL & CO. LTD.	About 12th inst.
WELSH PRINCE	WELSH PRINCE	Am. str.	—	—	ARNHOLD, KARBERG & CO.	On 17th inst.
SAINTE PATRICK	SAINTE PATRICK	Brit. str.	—	G. B. McGill	THE BANK LINE, LIMITED	About 23rd inst.
KUMERIC	KUMERIC	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. CO.	To-day
MONTEAGLE	MONTEAGLE	Brit. str.	1 m.	S. Robinson	OSAKA SHOSEN KAISHA	On 14th inst. at Noon
CANADA MARU	CANADA MARU	Brit. str.	1 m.	E. Beut	CANADIAN PACIFIC R. CO.	On 4th Nov. at 11 A.M.
EMPEROR OF INDIA	EMPEROR OF INDIA	Brit. str.	—	—	TOYO KAIHOKU KAISHA	On 13th inst. at Noon
TEKNO MARU	TEKNO MARU	Jap. str.	—	—	PACIFIC MAIL SS. CO.	On 20th inst. at Noon
PESSIA	PESSIA	Brit. str.	—	—	PACIFIC MAIL SS. CO.	On 23rd inst. at 1 P.M.
KOREA	KOREA	Am. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 27th inst. at Noon
KUMANO MARU	KUMANO MARU	Jap. str.	—	W. Thompson	NIPPON YUSEN KAISHA	On 13th inst. P.M.
ATSUTA MARU	ATSUTA MARU	Jap. str.	—	F. Iscke	MELCHERS & CO.	About 17th inst.
DERFELDINGER	DERFELDINGER	Jap. str.	—	J. P. Scholte	NIPPON YUSEN KAISHA	On 23rd inst. at Noon
—	—	Am. str.	—	—	JAVA-CHINA-JAPAN LINIE	Quick despatch
BUENO MARU	BUENO MARU	Jap. str.	1 m.	Hooker	TOYO KAIHOKU KAISHA	On 14th inst. at Noon
WEIHAIWEI & TIENSIN	WEIHAIWEI & TIENSIN	Brit. str.	—	V. McConville	BUTTERFIELD & SWINE	On 13th inst. at 4 P.M.
ELIENTIN VIA SWATOW WEIHAIWEI & CHEFOO	ELIENTIN	Brit. str.	—	H. Robertson	JARDINE, MATHERSON & CO., LTD.	On 12th inst. at Noon
CHENGHUNG & NEWCHWANG	CHENGHUNG	Brit. str.	1 m.	—	BUTTERFIELD & SWINE	On 12th inst. at Noon
SHANGHAI	SHANGHAI	Brit. str.	—	M. Courtney	JARDINE, MATHERSON & CO., LTD.	To-morrow, at Noon
MOJI & KORE	MOJI & KORE	Brit. str.	—	T. Sato	—	To-morrow
SHANGHAI	SHANGHAI	Brit. str.	—	W. R. Hickey	—	On 12th inst. at 8 A.M.
CHINHUA	CHINHUA	Brit. str.	1 m.	—	BUTTERFIELD & SWINE	On 12th inst. at 4 P.M.
ANHUI	ANHUI	Brit. str.	1 m.	T. A. Mitchell	JARDINE, MATHERSON & CO., LTD.	On 14th inst. at M'night
FOOKSANG	FOOKSANG	Brit. str.	—	J. R. Bandermann	MELCHERS & CO.	On 18th inst. at Noon
YORK	YORK	Brit. str.	—	W. M. Lloyd Jones	BUTTERFIELD & SWINE	On 19th inst. at 4 P.M.
CHINAN	CHINAN	Brit. str.	1 m.	F. E. Andrews	P. & O. S. N. CO.	On 19th inst. at 4 P.M.
FEERENFELS	FEERENFELS	Brit. str.	—	K. Sandstedt	HAMBURG-AMERIKA LINIE	On 20th inst.
CYLON	CYLON	Brit. str.	—	A. E. A. Baker	P. & O. S. N. CO.	On 20th inst.
LINAN	LINAN	Brit. str.	—	C. C. Williams	BUTTERFIELD & SWINE	On 21st inst. at M'night
PEKING	PEKING	Swed. str.	—	Reoy	OLOW WILK & CO., LTD.	About 10th Nov.
TJILATJAP	TJILATJAP	Brit. str.	—	J. S. Roach	JAVA-CHINA-JAPAN LINIE	Quick despatch
DABIN MARU	DABIN MARU	Jap. str.	—	W. C. Passmore	OSAKA SHOSEN KAISHA	On 13th inst. at 10 A.M.
CHOSHUN MARU	CHOSHUN MARU	Jap. str.	—	J. W. Evans	DODWELL & CO., LTD.	To-morrow, at 10 A.M.
HATAN	HATAN	Brit. str.	—	Peacock	SHEWAN, TOMES & CO.	On 17th inst.
HAIKRING	HAIKRING	Brit. str.	—	S. Crosby	MELCHERS & CO.	To-day, at 4 P.M.
HATANG	HATANG	Brit. str.	—	P. H. Rolfe	PHILIPPINES S.S. CO.	To-morrow, at 4 P.M.
TAMING	TAMING	Brit. str.	—	M. C. Smith	SHEWAN, TOMES & CO.	On 14th inst. at 2 P.M.
BUBI	BUBI	Am. str.	—	—	PHILIPPINES S.S. CO.	On 17th inst. at 4 P.M.
YUENSANG	YUENSANG	Brit. str.	—	—	PHILIPPINES S.S. CO.	On 20th inst. at 4 P.M.
TEAN	TEAN	Brit. str.</td				

**PENINSULAR & ORIENTAL**  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA	8 A.M.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DELLI	Noon.	See Special Advertisement.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAMUR	About 19th Oct.	Freight and Passage.
CEYLON	Capt. F. E. Andrew, R.N.	About 20th Oct.	Freight only.
LONDON and ANTWERP VIA SINGAPORE, PE NANG, COLOMBO, PORT SAID and MAESAILLES	SUMATRA	About 1st Nov.	Freight and Passage.
	Capt. W. R. Le March, R.N.		

For Further Particulars apply to:

E. A. HEWETT,  
Superintendent.

Hongkong, 9th October, 1911.

[1]

**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, ILOILO and CEBU	"TAMING"	On 10th Oct., 4 P.M.
CHEFOO and NEWCHWANG	"NANCHANG"	On 12th Oct., Noon.
SHANGHAI	"CHINHUA"	On 12th Oct., 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 13th Oct., 4 P.M.
SHANGHAI	"ANHUI"	On 14th Oct., M'night.
MANILA, and CEBU ILOILO	"TEAN"	On 17th Oct., 4 P.M.
SHANGHAI	"CHENAN"	On 19th Oct., 4 P.M.
	"LINAN"	On 21st Oct., M'night.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Amidships. Electric Fans fitted. Extra State-rooms on Deck aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck aft.

SHANGHAI LINE-FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA," and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

\* Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES-SINGLE \$15.....RETURN \$75.

For Freight or Passage apply to BUTTERFIELD & SWIBBS, Hongkong, 10th October, 1911. AGENTS. [10]

**HAMBURG-AMERIKA LINIE** IN CONJUNCTION WITH DEUTSCHE DAMPF SCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR HAVRE, HAMBURG:
S.S. FREIENFELS	S.S. SUEVIA
S.S. FREIENFELS	... 20th Oct.
S.S. SLAVONIA	... 3rd Nov.
S.S. ECANDIA	... 16th Nov.
S.S. SPEZIA	... 2nd Dec.
S.S. SEGOVIA	... 14th Dec.
S.S. BILESEA	... 27th Dec.
S.S. AMBRIA	... 10th Jan.
S.S. GOLDENFELS	... 24th Jan.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 6th October, 1911. [12]

**INDO-CHINA S. NAV. CO., LTD.**

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHOYSANG"	Wed'day, 11th Oct., Noon.
TIENTSIN VIA SWATOW WEI	"CHEONGSHING"	Thursday, 12th Oct., Noon.
MANILA	"YUENSANG"	Saturday, 14th Oct., 2 P.M.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Wednesday, 18th Oct., Noon.
SINGAPORE, PENANG, CALCUTTA	"KUTSANG"	Friday, 20th Oct., Noon.
MANILA	"LOONGSANG"	Saturday, 21st Oct., 2 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks Shanghai and returning via Kobe (Inland Seas) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantze's Ports, Tsingtao, Weihaiwei, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,

Hongkong, 10th October, 1911. GENERAL MANAGERS. [15]

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days.)

STEAMERS CAPTAIN LEAVING

"BAITAN" Capt. J. S. Roach ... TUESDAY, 10th Oct., at 1 P.M.  
"HAICHING" Capt. W. G. Parmenter ... FRIDAY, 13th Oct., at 1 P.M.  
"HAIYANG" Capt. J. W. Evans ... TUESDAY, 17th Oct., at 1 P.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

DOUGLAS, LA PRAIK & CO., GENERAL MANAGERS.

Hongkong, 7th October, 1911.

[9]

**TOYO KISEN KAISHA.**

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES FOR EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
TENYO MARU	21,000	E. Bent	FRIDAY, 13th Oct., at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 1st Dec., at Noon.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 19th Jan., at Noon.

\* Triple Screw, turbine engines. Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices

**PENINSULAR & ORIENTAL**

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due
to	HONGKONG	from MARSEILLES to	MARSEILLES
COLOMBO		MARSEILLES & LONDON	LONDON
		2 days earlier	1 day later
Steamer	Tons	1 P.M. SATURDAY	
ASSAYE	7500	February 3	MARCH 2
HIMALAYA	7000	February 17	MARCH 16
DELTA	8000	March 2	MARCH 22
INDIA	8000	March 16	APRIL 5
DEVANHA	8000	March 30	APRIL 19
DELTA	8000	April 15	APRIL 27
ASSAYE	7500	April 27	MAY 11
DELTA	8000	May 25	MAY 31
ASSAYE	7500	JUNE 8	JUNE 14

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of booking.

FARES TO LONDON

1ST SALOON £7.10 SINGLE £10.14 RETURN.

2ND £4.80 £7.12 INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leaves	HONGKONG	Due
NYANZA	7000	February	
NILE	7000	March	MARCH 22
NUBIA	6000	April	APRIL 19
SUMATRA	5000	May	May 31
NAMUR	7000	June	JUNE 14
PALAWAN	5000	July	JULY 29
BORNEO	5000	August	August 27
SIYELA	7000	September	September 10
NORE	7000	October	OCTOBER 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES FARES TO LONDON

1ST SALOON £5.50 SINGLE £8.20 RETURN.

**PET. WILH. KROMMES  
ELBERFELD.  
SILK RIBBONS,  
IMITATION SILK RIBBONS**

Sole Representative for Hongkong and China:

**HUGO C. A. FROMM,**  
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.  
Hongkong, 6th October, 1911.

**C. G. BODEN & SOHNE,  
GROSSROHRSDORF, i/Sa.  
BRACES AND BELTS.**

Sole Representative for Hongkong and China:

**HUGO C. A. FROMM**  
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.  
Hongkong, 6th October, 1911.



Sole Representative for Hongkong and South China  
**Hugo C.A. Fromm, Hongkong.**

Hongkong, 6th October, 1911.

1670-22

**POST OFFICE NOTICE**

Only fully prepaid letters and post cards are transmissible by the SIBERIAN ROUTE TO EUROPE.

The attention of the public is drawn to page 10, para 20, of the Hongkong Postal Guide for 1911. Stamps intended for Postage purposes may be perforated but not obliterated.

The Ernest Simons, with the French Mail, left Saigon on Sunday, the 8th inst., at 3 a.m., and may be expected here to-day, at 6 p.m.

The Persia, with the American Mail, left Shanghai and is due to arrive here to-morrow, between 9 a.m. and 6 a.m.

The De Anha, with the English Mail, left Singapore on Friday, the 6th inst., at 6 p.m. and may be expected here to-morrow, at 4 p.m. This packet brings the parcel mail closed in London from despatch by the all sea route on the 6th Sept. and for despatch overland on the 13th September.

FOR

PER	DATE
Swatow and Bangkok	Tuesday, 10th, 8.00 A.M.
Childer	Tuesday, 10th, 9.00 A.M.
Hongkong	Tuesday, 10th, 10.00 A.M.
Batavia, Cheribon, Samarang, Sourabaya and Makassar	Tuesday, 10th, 10.00 A.M.
SHANGHAI, MOJI, KOBE, YOKOHAMA, VIC. TOKIO AND SEATTLE	Tumba Maru
SIBERIAN MAIL TO EUROPE	Tuesday, 10th, 10.00 A.M.

EUROPE, &c., INDIA VIA TUTICOBIN,  
Late Letters 11.00 A.M. to NOON. Extra  
Postage 10 cents.  
Letters posted in all the Pillar Boxes in  
time for the first Clearance will be  
included in this contract mail)

Swatow, Amoy and Foochow

Macao

Singapore, Penang and Calcutta

Manila, Cebu and Illoilo

MOJI, KOBE, YOKOHAMA, VIC.  
TOKIO, Seattle, Tacoma and Portland

Singapore, Penang and Colombo

Port Bayard and Haiphong

Swatow, Amoy and Foochow

Shanghai

Singapore, Penang and Bombay

Macau

Shanghai, Kobe and Yokohama

(SIBERIAN MAIL TO EUROPE)

Manila, Cebu and Illoilo

SHANGHAI  
(SIBERIAN MAIL TO EUROPE)

Swatow, Wutaihai, Chefoo and Tientsin

Chefoo and Newchow

Shanghai

KEELUNG, SHANGHAI, NAGASAKI, KOBE,  
YOKOHAMA, HONOLULU AND SAN  
FRANCISCO

Swatow, Amoy and Foochow

Macao

Weihaiwei and Tientsin

MOJI, KOBE, YOKOHAMA, Himeji, Valparaiso

Iquique, Callao, Salad Cruz and Manaus

Batavia, Cheribon, Samarang, Sourabaya  
and Macassar

EUROPE, &c., INDIA VIA TUTICOBIN,

(late Letters 11.00 A.M. to NOON. Extra  
Postage 10 cents.)

(Supplementary mail on board up to the  
time fixed for departure of the mail  
Extra Postage 10 cents.)

Letters posted in all the Pillar Boxes in  
time for the first clearance will be  
included in this contract mail)

The Parcel Mail will be closed Fri-

day, 13th inst., at 5 P.M.

Manila  
(Taking Mails for Cebu and Illoilo)

Macao

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,  
VICTORIA AND VANCOUVER, (B.C.)

SIBERIAN MAIL TO EUROPE

Tenyo Maru

Haiping

Sui Tai

Huichow

Buyo Maru

Tjitaroen

Delhi

Fuensang

Sui Tai

Monteagle

**COMMERCIAL.**

**EXCHANGE  
CLOSING QUOTATIONS.**

October 9th.	
Telegraphic Transfer	1.94
Bank Bills, on demand	1.98
Bank Bills, at 30 days' sight	1.94
Bank Bills, at 4 months' sight	1.94
Credits, at 4 months' sight	1.94
Documentary Bills 4 months' sight	1.94
On PARIS:	
Bank Bills, on demand	2.23
Credits, at 4 months' sight	2.21
On GERMANY:	
On demand	1.94
On NEW YORK:	
Bank Bills, on demand	1.93
Credits, at 60 days' sight	1.93
On BORWAT:	
Telegraphic Transfer	1.94
Bank, on demand	1.94
On CALCUTTA:	
Telegraphic Transfer	1.94
Bank, on demand	1.94
On SHANGHAI:	
Bank, at sight	.75
Private, 30 days' sight	.76
On TOKOHAMA:	
On demand	.84
On MANILA:	
On demand—Pesos	.84
On SINGAPORE:	
On demand	.76
On BATAVIA:	
On demand	1.03
On HAIPHONG:	
On demand	3 1/2 pm.
On SAIGON:	
On demand	1.74 pm.
On BANGKOK:	
On demand	.35
SOVEREIGNS, Bank's Buying Rate	\$11.05
GOLD LMAA, 100 fine, per tael	\$57.70
BA SILVER, per oz.	24.14

SUBSIDARY COINS.		per cent.
Chinese	20 cents pieces	.4558 discount
Chinese	10 "	.58
Hongkong	20 "	.52
Hongkong	10 "	.52

SHARE LIST.—QUOTATIONS. HONGKONG, October 9th, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
HONGKONG & Shanghai Bank Corporation	120,000	\$125	all	\$390
China Borneo Company, Limited	60,000	\$12	all	\$282 10/-
China Light and Power Company, Limited	50,000	\$5	all	\$103, sellers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$180, sellers
COTTON MILLS.				\$88, buyers
Ewe Cotton Spinn'g & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 90,
Hongkong Cotton Spinn'g Co., Ltd.	125,000	\$10	all	\$55, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 44,
Laon-Kung-Mow C. Spinn'g & Weaving Co., Ltd.	5,000	Tls. 100	all	Tls. 69,
Soy Chien Cotton Spinn'g Co., Limited	20,000	Tls. 50	all	Tls. 24,
Dairy Farm Company, Limited	40,000	\$7/2	all	223
DOCKS AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$50, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$51
New Anny Dock Co., Limited	10,000	\$6	all	\$7, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 60,
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 83,
Green Island Cement Co., Limited	400,000	\$10	all	\$415, sales
Hongkong and China Gas Co., Limited	2,000	\$20	all	\$200
Hongkong Electric Co., Limited	12,000	\$10	all	\$222, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$719, buyers
Manila Metropole Hotel Limited	8,000	\$25	all	\$742, buyers
Hongkong Ice Company, Limited	15,000	Tls. 10	all	\$111
Hongkong Rose Manufacturing Co., Limited	50,000	\$25	all	\$165, sales
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$18, sales
INSURANCES.				\$7
Canton Insurance Office Co., Limited	10,000	\$250	all	\$217 1/2
China Fire Insurance Co., Limited	20,000	\$100	all	\$127 1/2, buyers
China Trade Assurance Co., Limited	24,000	\$33	all	\$210 1/2
Hongkong Fire Insurance Co., Limited	8,000	\$250	all	\$360
North China Insurance Co., Limited	10,000	\$25	all	\$160
Union Insurance Society, Limited	12,400	\$250	\$100	\$835, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$225 @ Ex 75
LANDS AND BUILDINGS.				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$100, sales
Humphrey Estate and Finance Co., Ltd.	150,000	\$10	all	\$73, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$28
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 94,
West Point Building Co., Limited	12,500	\$50	all	\$47, buyers
MINING.				
Societe Francaise des Charb'ges du Tonkin	16,000	Tls. 250	all	\$700,
East Australian Gold Mining Co., Ltd.	230,000	\$1	all	\$3,20
Peak Tramways Co., Limited	25,000	\$10	all	\$213
Philippines Co., Limited	75,000	\$10	\$1	\$1,03, buyers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$137, sales
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$36, sales
STEAMSHIP COMPANIES.				</